

Campbellton-Cascade Corridors

Implementation Plan



DRAFT



The City of Atlanta
Bureau of Planning

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Introduction

This implementation plan outlines the actions necessary to set in motion the projects and recommendations set out in this plan. This document is organized into the following sections.

1.0 Economic Development Tools and Funding Sources

This section describes the range of economic development tools and potential funding sources available for the types of projects and initiatives envisioned in this plan.

2.0 Implementation Overview

This section reviews the broad types/categories of projects and a general approach to their implementation.

3.0 Key First Steps

This section defines several “key first steps” or actions that should be taken immediately in order to facilitate implementation of the broad range of projects.

4.0 Corridor-by-Corridor Implementation Strategy

This section lays out the broad implementation strategy and “priorities” for each corridor, describing time frame, critical issues, agencies involved and potential funding sources.

5.0 Project List

This section organizes all the recommended projects into a chart that outlines project type, phase, NPU, Council District, estimated costs, funding sources and agencies involved.

6.0 Recommended 15-Year Future Land Use and Zoning Changes

This section outlines the Future Land Use and Zoning changes recommended for each corridor. Included are parcel specific maps that show recommended land use and zoning changes.

7.0 Economic Development Maps

(Existing & Proposed TADs, Renewal Communities, & Urban Enterprise Zones)

This section maps the location specific economic development programs available and/or recommended for each corridor.

8.0 Identification of Key Parcels

This section identifies the key parcels within each catalyst site that are critical to its redevelopment. These include the parcels necessary for the redevelopment of the catalyst site and vacant sites ideal for revitalization.

9.0 Tax Delinquent Parcels

This section maps tax delinquent parcels that front on the corridors (with information provided by the City of Atlanta and Fulton County). These sites are more easily acquired by the City for redevelopment and, in some cases, are located within the catalyst redevelopment sites.

1.0 Economic Development Tools & Funding Sources

This section describes the range of economic development tools and potential funding sources available for the types of projects and initiatives envisioned in this plan.

Community Development Corporation (CDC)

A CDC is a non-profit, community-based organization that can play a significant role in raising the funds necessary to acquire and redevelop targeted properties. Currently, the Mt. Carmel Baptist Church is in the process of creating a CDC for the purposes of revitalizing the Campbellton Road corridor. One of the goals of this CDC is to develop senior housing opportunities within the corridor. This potential CDC could play a significant role in the redevelopment of the Harbin Square Neighborhood Catalyst site as a partner with the Atlanta Development Authority.

Tax Allocation District

A tax allocation district (TAD) is a tool used to pay for infrastructure and other improvements in underdeveloped or blighted areas in order to encourage redevelopment. As property within the TAD is redeveloped and improved, the City receives additional property tax revenues as a result of the increased property values. This additional revenue is used to fund specific improvements in the TAD without raising taxes or dipping into the City's current tax revenues. The City's investment in the TAD is repaid through improved properties that become permanent sources of increased property tax revenues.

Beltline TAD

Approved in 2005, the Beltline TAD covers the 22-mile greenway and transit corridor known as the Beltline. This corridor crosses Cascade Avenue at the Ralph David Abernathy Boulevard intersection and the associated TAD includes a significant area around this intersection and along Cascade Avenue to and including John A. White Park. This TAD can be a key funding source for a number of the transportation projects and enhancements identified in this plan.

Campbellton Road TAD

The Atlanta Development Authority recently evaluated a range of redevelopment incentive tools for key redevelopment areas within the City (Comparative Analysis of Redevelopment Incentive Tools). This study identified the Campbellton Road corridor as an appropriate corridor for a near term TAD drawing on the potential revenues that would be generated by the redevelopment of Fort McPherson and the redevelopment of the Greenbriar Mall. This study supports that recommendation and offers several adjustments to the potential TAD boundary based on the results of this planning process, see Section 7.0 (Economic Development Maps).

Renewal Communities

Established by the 2000 Community Renewal Tax Relief Act, the Renewal Community Initiative encourages public-private collaboration to generate economic development in 40 distressed communities around the country. In areas defined as Renewal Communities the program offers regulatory and tax breaks to help local businesses provide more jobs and promote community revitalization. The Federal Department of Housing and Urban Development (HUD) administers this program nationally. Locally, the Atlanta Neighborhood Development Partnership (ANDP) administers the program for the City of Atlanta, utilizing tax credits, tax deductions, capital gains exclusions and bond financing. Portions of all three corridors include areas designated as Renewal Communities, see Section 7.0 (Economic Development Maps).

Urban Enterprise Zones

The City of Atlanta's Urban Enterprise Zone (UEZ) program is a joint program with Fulton County, which was authorized for creation by the Georgia General Assembly in 1983. The purpose of the UEZ program is to encourage private development and redevelopment in areas that are not developing through private investment alone. UEZ designation allows redevelopment projects to receive ad valorem property tax abatement from the City of Atlanta and Fulton County during the first ten years of the development project and a waiver of development impact fees. ADA's Comparative Analysis of Redevelopment Tools study recommends a UEZ designation for the Cascade Heights area.

Livable Centers Initiative (LCI)

The Livable Centers Initiative is a program offered by the Atlanta Regional Commission that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies. This program awards both planning and implementation grants. \$150 million of priority funding for implementation projects identified under the program is available in the next five years. In 2004, ARC extended the program to include transportation corridors and this study can be grandfathered to qualify for implementation funding.

General Obligation Bonds (GO)

Authorized by the City Council once a year, the City can issue up to \$8 million in General Obligation Bonds each fiscal year.

City of Atlanta Quality of Life Bonds (QOL)

Passed by referendum in 2000, \$150 million in Quality of Life Bonds were authorized to be distributed in three bond issues. The first and second bond issues have been completed. These funds are distributed evenly among City Council Districts and are focused on four types of capital projects; 1) sidewalks, 2) public plazas and greenspaces, 3) streets, bridges and viaducts, and 4) traffic control devices including traffic calming.

Transportation Impact Fees (TIF)

Impact fees are collected from development projects to offset the cost of providing infrastructure. These funds are allocated to specific projects by the City Council and range from \$1.5 to 2.5 million of funding annually.

Community Development Block Grants (CDBG)

Community Development Block Grants are administered by the City and can comprise over \$10 million of funding annually.

Transportation Enhancement Program

Administered by the Georgia Department of Transportation, Transportation Enhancement funding is obtained competitively, and can be used for capital projects that provide infrastructure for pedestrians and bicyclists.

Private Trusts/Foundations

Several sources of private trust/foundation funding are available specifically for public open space and greenway projects. These include the Trust for Public Land (TPL), the Blank Foundation, and the PATH Foundation.

2.0 Implementation Overview

This section reviews the broad types/categories of projects and a general approach to their implementation.

Transportation

Transportation issues are a central part of the implementation plan. The range of transportation projects recommended include; sidewalk and streetscape improvements, new streets and roadways, redesigning the cross section of key segments of the corridors, neighborhood traffic calming, and transit service enhancements. Agencies involved in implementing these projects will range from the Georgia Department of Transportation (GDOT), the City of Atlanta's Department of Public Works (DPW), and MARTA.

Funding can come from a wide range of sources depending on the type of project and its location. Both the Beltline TAD and a potential Campbellton Road TAD are appropriate funding sources for transportation projects within their districts. The Quality of Life Bonds are specifically tailored to transportation projects including sidewalks and neighborhood traffic calming. The Livable Centers Initiative (LCI) is another source of funding specifically tailored to transportation projects, but will require this plan to be grandfathered under the LCI program.

Land Use/Zoning

Land use and zoning changes are an important part of implementing the plan, allowing the types of mixed-use development envisioned and establishing the urban design standards that support pedestrian friendly development. The recommendations of this plan are focused on parcels located directly on or in close proximity to the corridor and have been developed comprehensively to ensure that all properties have been treated similarly.

Quality of Life Districts

The zoning recommendations are based on implementing the City of Atlanta Quality of Life (QOL) Zoning Districts. These districts have been developed specifically to encourage:

- Pedestrian oriented development
- Mixed-use development
- Intensification of underutilized commercial corridors
- Concentration of development in activity centers

The basic Quality Of Life Districts include:

Neighborhood Commercial (NC) – which is intended to maintain and support pedestrian oriented and neighborhood scaled commercial areas.

Multi-Family Residential (MR) – which is intended to support a variety of multi-family housing types with a limited amount of neighborhood serving commercial.

Mixed Residential Commercial (MRC) – which is intended to support mixed-use development in historically single use commercial areas with strong design standards that require open space, street network and quality street design.

Live Work (LW) – which is intended to support the redevelopment of underutilized industrial areas with residential uses.

Land Use and Zoning Strategy

In general the land use and zoning recommendations for the corridor are organized into two types.

1. Implementing the QOL urban design standards: Multi-family and commercially zoned parcels along the corridor have been recommended for rezoning to the equivalent QOL District, maintaining the same level of density and use but implementing the pedestrian oriented design standards (example: a C-1 district is rezoned to a MRC-1 QOL district).
2. Intensifying key catalyst sites and activity centers: Based on the identification of catalyst sites in the corridor, key parcels in those areas have been recommended for rezoning to supportive QOL Districts that encourage the intended mixed-use and density illustrated in the proposed development plans. In many cases these rezonings involve rezoning a C-1 district to a higher intensity MRC District.

Housing

Throughout these corridors new housing opportunities are envisioned. All of the catalyst sites identified include a range of new housing development including detached single-family units, townhomes, multi-family and condominiums, and senior housing. A variety of incentives can be utilized to promote this housing development including the Urban Enterprise Zone program and the Beltline and Campbellton Road TADs. In addition, a Community Development Corporation (CDC) could play an important role in housing development in the corridors specifically related to affordable and/or senior housing. The Mt. Carmel Baptist Church is in the process of creating a CDC to further revitalization in the Campbellton East corridor and could play an active role in the redevelopment of the Harbin Square Neighborhood Catalyst site.

Economic Development

A central goal of the plan is to identify and promote economic development opportunities in the corridors. The goal of this plan is to promote business and employment opportunities where appropriate. The identified catalyst sites all include a program of commercial and office uses mixed with housing and new park space. These economic development opportunities have been sized based on market projections, the physical location and size of potential development sites, and the relative context of both the Greenbriar Mall and Fort McPherson redevelopment areas. Both the Beltline TAD and Campbellton Road TAD will be instrumental tools in capitalizing on these development opportunities.

Parks & Open Space

There are a variety of park and open space opportunities identified in the plan ranging from large community parks (former quarry adjacent to Ben Hill Park), to small neighborhood parks (Westview Neighborhood Park), to new trails and greenways (Utoy Creek Greenway and Adams Park Trail), to the new parks and public spaces identified in the catalyst redevelopment sites. These projects will ultimately be implemented through the City's Department of Parks, Recreation and Cultural Affairs. Potential funding for acquisition of new park land should be explored with the Trust of Public Land (TPL), the Blank Foundation and the PATH Foundation (for implementation of greenways and trails). The parks and open spaces identified in the catalyst redevelopment sites can and should be required as part of the redevelopment process.

3.0 Key First Steps

This section defines several “key first steps” or actions that should be taken immediately in order to facilitate implementation of the broad range of projects.

1. Campbellton TAD

The creation and adoption of the Campbellton Road TAD is the critical implementation step for the Campbellton Road Corridor. The Atlanta Development Authority in its Comparative Analysis of Redevelopment Tools study (2005), has identified the Campbellton Road corridor as one of only two corridors in the short term that meet the basic size threshold for a TAD. With the future redevelopment of Fort McPherson at the eastern end and the inclusion of the Greenbriar Mall area, the Campbellton Road corridor will be a leading candidate for a TAD. The redevelopment of the catalyst sites identified in the Campbellton Road corridor are dependent on public redevelopment assistance in the form of property assemblage and infrastructure incentives (new streets and public spaces) and will not likely redevelop in the short term without such assistance.

2. Livable Centers Initiative Grandfathering

The Livable Centers Initiative Program (LCI), run through the Atlanta Regional Commission (ARC), can be useful source of project funding. In 2004, ARC expanded the LCI program to include transportation corridor like Campbellton Road and Cascade Avenue. This study process and product have been designed specifically to follow ARC’s guidelines for LCI plan development and should be submitted to ARC for adoption/grandfathering as an LCI plan. This will allow many of the transportation and pedestrian related projects to be eligible for implementation funding within the next five years.

3. Land Use and Zoning Changes

Land use and zoning changes do not make development happen but allow and encourage the right type of development to occur. The land use and zoning changes identified in this plan are specifically targeted to the catalyst redevelopment sites and other key areas where redevelopment is likely and/or encouraged. The zoning changes employ the City’s Quality of Life Zoning Districts which codify a number of critical urban design standards and are specifically designed to encourage mixed use development and support pedestrian friendly environments.

4. Targeting Catalyst Sites

The identified catalyst sites represent critical pieces in the redevelopment and revitalization of the Cascade and Campbellton corridors. These sites have been identified based on their likelihood to facilitate meaningful development in the short term and their ability to “catalyze” continued redevelopment throughout the corridors. Their mix of use, scale, character and location enable them to be developed concurrently and the development program is based on anticipated market demand within the next five years, making these sites important early implementation initiatives. All of the catalyst sites will require City involvement and participation specifically related to potential property assemblage and identification of appropriate developers. All of the sites except the Cascade Heights area are in either the existing Beltline TAD or in the recommended Campbellton Road TAD which assume proactive involvement from the Atlanta Development Authority.

4.0 Corridor by Corridor Implementation Strategy

This section outlines the broad implementation strategy for each of the corridors. This outline establishes a working priority/phasing strategy, a general approach to grouping related projects, and key issues facing their implementation. A detailed list of projects is included in Section 5.0 which outlines anticipated costs, phase and key agency.

4.1 Cascade Avenue

Priority 1: (1st Year)

15 Year Future Land Use and Zoning Changes

The identified Future Land Use and Zoning changes are an important part of codifying the pattern and use of development in the corridor. The Bureau of Planning can implement these changes relatively quickly with the support and participation of area's NPUs. The key zoning changes in the Cascade Avenue corridor include employing the Neighborhood Commercial (NC) designation in both the Cascade Heights and Cascade/Beecher commercial nodes and the Mixed Residential Commercial (MRC) designation in the Cascade and Ralph David Abernathy commercial node, supporting the intended redevelopment identified in the catalyst sites.

Priority 2: (1-5 Years)

Cascade Avenue Road Diet/Re-striping

The re-striping of Cascade Avenue from a four-lane to a three-lane street section is a physically inexpensive project to implement as it requires no reconstruction of the road. However, it certainly represents a dramatic modification of driver behavior requiring both neighborhood and City acceptance. The implementation of this project will require the active involvement of the Bureau of Planning to facilitate further neighborhood input and coordination with the Department of Public Works (DPW) who will ultimately implement the project. A valuable approach would be to test the concept "on the ground" by proposing a temporary re-striping. This testing would allow both the neighborhood residents and the DPW to evaluate the real impacts over a specified period of time and determine whether to continue its implementation. This testing approach has been used in other "road diets" around the country very successfully and can be viewed as an acceptable way to avoid the potentially endless technical discussions that could delay the project.

Other additional projects along Cascade Avenue, including completing gaps in sidewalks and extending the pedestrian street lighting established in the Cascade Heights streetscape project, should be included as part of the re-striping in order to reinforce the intent of the road diet in strengthening the pedestrian environment while taming vehicular behavior.

Priority 3: (On-Going)

Catalyst Redevelopment Sites

For Cascade Avenue the catalyst sites represent opportunities to strengthen and support the existing neighborhood character of this corridor. The redevelopment and revitalization of these sites will require active and on-going participation by the Bureau of Planning and the Atlanta Development Authority. The land use and zoning changes along with the streetscape/road re-striping are intended to support and encourage the redevelopment of these catalyst sites.

Cascade & Ralph David Abernathy – This site is part of the Beltline TAD and is identified as an important development node along the Beltline. The resources and momentum behind the

Beltline TAD make this an attractive and likely site for redevelopment. The market analysis suggests a strong opportunity for new housing with a mix of office and retail. The proposed plan calls for adding new connections across the Beltline corridor to provide needed access for new development and critical new street network to take traffic pressure off of the Cascade Avenue and R. D. Abernathy intersection. In order to spur this new development, the Atlanta Development Authority should work with the identified key properties (see Section 8.0) to market these sites to potential developers. The new bridge connections across the Beltline represent infrastructure projects that should be funded by the TAD as an incentive to new development.

Cascade & Beecher – This existing commercial node is also within the Beltline TAD. The scale of redevelopment here will be small one and two story commercial projects with opportunities for retail and office on the ground floor and residential units above consistent with the existing pattern of development. An appropriate role for the ADA would be to target and market one or two specific underutilized or vacant parcels for small-scale redevelopment. These small redevelopment projects would then serve as catalysts for further private reinvestment. The conversion of Cascade Avenue from a 4-lane to a 3-lane road is an important first step that supports the type of pedestrian oriented environment consistent with the neighborhood's vision for this area as a neighborhood serving commercial node.

Cascade Heights – This existing commercial node is not within the Beltline TAD. Some revitalization is already occurring and should be encouraged to continue by designating this area as a UEZ to provide a tax incentive for both commercial and residential redevelopment. ADA's Comparative Analysis of Redevelopment Tools study recommends designating this area as a UEZ and this study supports that recommendation with several additions, see Section 7.0 (Economic Development Maps). Rezoning the commercial area to the Quality of Life Zoning District: Neighborhood Commercial (NC) will protect the neighborhood-scaled character of the district as redevelopment occurs. The City's planned streetscape improvements will strengthen the pedestrian environment and further support private revitalization. As with the Cascade & Beecher node, an appropriate role for ADA would be to target and market one or several specific underutilized or vacant parcels for redevelopment. The apartment complex at the end of Dolphin Drive was identified by the community as a center of crime and drug activity and is a candidate "target" site for redevelopment.

Priority 4: (1-10 years)

Neighborhood Sidewalks & Traffic Calming

Sidewalks and traffic calming issues were among the neighborhood's top concerns. A number of neighborhood streets were identified as needing traffic calming measures to reduce vehicle speeds and increase pedestrian safety and comfort. In addition, many of the same streets were identified as needing sidewalks to provide safe connections to important neighborhood destinations such as Adams Park.

This study has documented the key streets needing sidewalks and traffic calming. The sidewalk projects can be implemented incrementally through the use of various City funding sources including the Quality of Life Bond funds that are paying for the Cascade Avenue streetscape projects. Further study and neighborhood planning will be necessary to define a comprehensive approach to neighborhood traffic calming. This study has outlined a menu of potential traffic

calming measures that may be appropriate for neighborhood streets. These measures go beyond simple speed humps, requiring a site specific approach to each identified street. It is recommended that the City's future Transportation Planning Department initiate these traffic calming studies, working with the neighborhoods, Department of Public Works, and the Bureau of Planning to implement. Some likely sources of funding for the traffic calming measures include Quality of Life Bonds, LCI implementation funds, and Traffic Impact Fees (particularly related to development along the corridor).

Priority 5: (1-10 years)

Transit

Recommendations for improving transit service involve adjustments to the existing service including eliminating underutilized and/or redundant stops, enhancing the shelter amenities at high boarding stops and development nodes, implementing ITS transit signal priority, and potentially extending the corridor's route from the West End Station directly to downtown Atlanta for more direct service to downtown. All of these projects will need to be implemented by MARTA through the initiation of the Bureau of Planning. LCI implementation funds are an ideal source of funding and the plan should be submitted to ARC for LCI eligibility.

4.2 Campbellton East

Priority 1: (1st Year)

15 Year Future Land Use and Zoning Changes

The identified Future Land Use and Zoning changes are an important part of codifying the pattern and use of development in the corridor. The Bureau of Planning can implement these changes relatively quickly with the support and participation of area's NPUs. The key zoning changes in the Campbellton East corridor include employing the City's Quality of Life Zoning Districts in existing commercial and multi-family zoning categories in order to implement the new pedestrian-oriented urban design standards and support the type of use and intensity planned for in the catalyst sites.

Priority 2: (1-2 years)

Campbellton Road TAD

As already identified, the creation and adoption of the Campbellton Road TAD is the critical implementation step for the Campbellton Road Corridor. The redevelopment of the catalyst sites identified in the Campbellton Road corridor are dependent on public redevelopment assistance in the form of property assemblage and infrastructure incentives (new streets and public spaces) and will not likely redevelop without such assistance. The Bureau of Planning should work with the ADA to establish the Campbellton Road TAD as soon as possible. Section 7.0 (Economic Development Maps) outlines a recommended district boundary that is based on ADA's initial study with additions based on the results of this planning process.

Priority 3: (1-5 years)

Harbin Square Neighborhood Catalyst Site

The redevelopment of the catalyst sites in the Campbellton East corridor is a high priority given the community's strongly expressed concerns over the corridor's gradual commercial decline

and vacancy. The Harbin Square Neighborhood site is positioned to be the first of these sites likely for redevelopment for a number of reasons: 1) the majority of the site is currently vacant requiring no business displacement or relocation, 2) Mt. Carmel Baptist Church which is located across the street is interested in helping redevelop that site and is in the process of establishing a CDC to facilitate redevelopment activities, 3) a significant parcel in this site has been identified as tax delinquent (see Section 8.0 Tax Delinquent Parcels) allowing the Atlanta Development Authority greater ability to acquire, and 4) the current strength of the residential market in the area will make this an attractive location for potential developers.

The establishment of the Campbellton Road TAD to include this site is an important first step that will put in place the redevelopment resources of the ADA. The ADA should work directly with the Mt. Carmel Baptist Church to define an appropriate partnership for redevelopment, establish control of the site, and market the site to potential developers.

Priority 4: (1-5 years)

Delowe Village Catalyst Site

The Campbellton Plaza Shopping Center marks the center of commercial activity in the corridor. This center, developed in the 1950s, was identified by the community as a desired location for redevelopment. This location is an attractive site for redevelopment given its access to both Campbellton Road and Delowe Drive (with access to Langford Parkway). Additionally, it would only take two parcels (Campbellton Plaza and Shamrock Apartments) to assemble a significant site for major redevelopment. With the establishment of the Campbellton Road TAD, the ADA should proactively work with the property owners to market the proposed redevelopment plan to potential developers. The TAD resources will be a valuable incentive, potentially helping to fund the proposed new streets and park spaces.

Priority 5: (1-5 years)

Neighborhood Sidewalks

Sidewalks were among the neighborhood's top concerns. A number of neighborhood streets were identified as needing sidewalks to provide safe connections to important neighborhood destinations such as Adams Park. This study has documented the key streets needing sidewalks and these projects can be implemented incrementally through the use of various City funding sources including the Quality of Life Bond funds, the Campbellton Road TAD, and LCI implementation funds.

Priority 6: (5-10 years)

Campbellton Road Upgrade (2-lane to 3-lane street section)

The remaining portions of Campbellton Road that have not been widened to 5-lanes are in need of sidewalks and a left turning lane for safer access to the adjacent neighborhoods. The current plan has been to widen these segments to be consistent with the other 5-lane sections. This study recommends "down sizing" the 5-lane proposal to 3-lanes (two travel lanes and a center turn lane) with the addition of sidewalks and bike lanes to be consistent with the corridor's volume of traffic and the neighborhood context. This down sizing has the advantage of being less costly than the 5-lane option, allowing for potentially quicker implementation. Potential funding sources could include LCI implementation funds in addition to other sources of transportation funding. The Bureau of Planning should work with the Department of Public Works to redesign

the project and identify funding sources.

Priority 7: (1-10 years)

Transit

Recommendations for improving transit service involve adjustments to the existing service including eliminating underutilized and/or redundant stops, enhancing the shelter amenities at high boarding stops and development nodes, implementing ITS transit signal priority, and potentially extending the corridor routes from the West End and Oakland City Stations directly to downtown Atlanta for more direct service to downtown. All of these projects will need to be implemented by MARTA through the initiation of the Bureau of Planning. LCI implementation funds are an ideal source of funding and the plan should be submitted to ARC for LCI eligibility.

Priority 8: (5-15 years)

Fort McPherson Catalyst Site

The redevelopment of Fort McPherson will ultimately have a positive impact on Campbellton Road and the surrounding neighborhoods. It will be important for the neighborhoods and the Campbellton Road corridor that the future redevelopment face Campbellton Road to reconnect the base to the adjacent neighborhoods and establish a positive gateway on Campbellton Road to Southwest Atlanta. This plan also recommends a number of key street connections from both Campbellton Road and Stanton Road in order to provide needed new street network tying together Campbellton Road, Stanton Road, and Lee Street. The redevelopment process for Fort McPherson will have its own time frame and direction. The Bureau of Planning should continue to coordinate with the Redevelopment Task Force to ensure the inclusion of the recommendations of this study.

Priority 9: (ongoing, 5-10 years)

Utoy Creek Greenway & Adams Park Trail

The Utoy Creek Greenway and the “Adams Park Trail” were projects identified by the community to help better connect the neighborhoods to natural and civic resources. These projects will require the involvement and participation of the Department of Parks, Recreation, and Cultural Affairs. The Utoy Creek Greenway will ultimately extend a connection from the Cascade Springs Nature Preserve to Campbellton Road. This greenway will require easements and/or partial property purchases along the creek to eventually include a multipurpose trail. The “Adams Park Trail” utilizes the edge of the Alfred Holmes Memorial Golf Course to create a pedestrian connection directly between Adams Park, the Adams Park Library, and the Southwest YMCA. This relatively simple connection would create a tremendously valuable pedestrian connection from important civic resources to the adjacent neighborhoods. These projects could benefit from a variety of funding sources including the PATH Foundation, the Blank Foundation, and LCI implementation funding.

4.3 Campbellton West

Priority 1: (1st Year)

15 Year Future Land Use and Zoning Changes

The identified Future Land Use and Zoning changes are an important part of codifying the pattern and use of development in the corridor. The Bureau of Planning can implement these changes relatively quickly with the support and participation of area's NPU's. The key zoning changes in the Campbellton West corridor include employing the City's Quality of Life Zoning Districts in existing commercial and multi-family zoning categories in order to implement the new pedestrian-oriented urban design standards and support the type of use and intensity planned for in the Ben Hill Village catalyst site.

Priority 2: (1-2 years)

Campbellton Road TAD

As already identified, the creation and adoption of the Campbellton Road TAD is the critical implementation step for the Campbellton Road Corridor. The redevelopment of the catalyst sites identified in the corridor are dependent on public redevelopment assistance in the form of property assemblage and infrastructure incentives (new streets and public spaces) and will not likely redevelop without such assistance. The Bureau of Planning should work with the ADA to establish the Campbellton Road TAD as soon as possible. Section 7.0 (Economic Development Maps) outlines a recommended district boundary that is based on ADA's initial study with additions based on the results of this planning process.

Priority 3: (1-5 years)

Ben Hill Village Catalyst Site

The commercial area along Campbellton Road between Barge Road and Fairburn Road includes a collection of churches, small strip retail buildings, and older historic structures. This area lacks a cohesive vision and the community has consistently expressed a desire to see this area revitalized with new community serving retail and services. The proposed plan envisions assembling the major parcels on the south side of Campbellton Road between Barge Road and Fairburn Road in order to make possible a mixed use development plan that includes new retail, office and residential uses anchored by a community serving grocery store or other medium-sized retail anchor. The ability to redevelop this area is contingent on assembling a number of parcels including the MARTA Park-and-Ride Lot (with a recommended relocation to Greenbriar Mall). This will require the active involvement of the ADA in either working with property owners to collectively market the site, or gaining control of the property through purchase or contract in order to attract a potential developer.

Priority 4: (1-5 years)

Neighborhood Sidewalks

Sidewalks were among the neighborhood's top concerns. In particular, Fairburn Road and Barge Road were identified as important pedestrian corridors needing sidewalks. This study has documented the key streets needing sidewalks and these projects can be implemented incrementally through the use of various City funding sources including the Quality of Life Bond funds, the Campbellton Road TAD, and LCI implementation funds.

Priority 5: (1-10 years)

Transit

Recommendations for improving transit service involve adjustments to the existing service including eliminating underutilized and/or redundant stops, enhancing the shelter amenities at high boarding stops and development nodes, implementing ITS transit signal priority, and potentially extending the corridor routes from the West End and Oakland City Stations directly to downtown Atlanta for more direct service to downtown. All of these projects will need to be implemented by MARTA through the initiation of the Bureau of Planning. LCI implementation funds are an ideal source of funding and the plan should be submitted to ARC for LCI eligibility.

Priority 6: (5-15 years)

Campbellton Road Widening

The 2-lane portion of Campbellton Road from Butner Road to the city limit has been identified for widening by the GDOT. The neighborhoods have been concerned about the impacts of this widening and have in the past resisted GDOT's efforts. Through this process, the community has expressed a renewed interest in finding a compromise design solution that minimizes impact while providing additional travel lanes, sidewalks and bike lanes. These design compromises include, 11-foot travel lanes, a 12-foot landscaped median, sidewalks and street trees.

The next step in implementing this project is to request GDOT to re-initiate their preliminary design process. This process would allow GDOT to reengage with the neighborhoods and work to define a design solution. This will ultimately be a relatively expensive project including the acquisition of needed right-of-way and will take a number of years to allocate the needed funding. Currently, GDOT is reluctant to construct short-term projects that may not fit in with the corridor's ultimate design and would need to be replaced in future phases. However, if the preliminary design process can establish an ultimate design for the corridor, there are a number of smaller intersection projects (i.e. the realignment of County Line Road) that could be implemented by GDOT sooner.

Priority 7: (5-15 years)

Regional Network Connections

Campbellton Road is an important regional connection from I-285 to the west, carrying both regional truck and commuter traffic. Campbellton Road is also an important corridor for the surrounding neighborhoods and, in some cases, is their only route to retail services and other destinations. The plan identifies a number of new network connections designed to build better parallel network along Campbellton Road to provide alternatives for the surrounding neighborhoods. Two key connections include the extension of Melvin Drive (on the north) and the extension of Tell Road (on the south). These connections provide important alternatives to Campbellton Road for the surrounding neighborhoods, taking some local trips off the corridor.

These connections will require additional planning, design, right-of-way purchase, and construction funds. The scale and nature of these projects will require inclusion in the Regional Transportation Plan (RTP) and years of planning. In the short term, the Bureau of Planning should actively coordinate with development along these alignments to ensure right-of-way protection and even private construction of small segments as development occurs.

Priority 8: (5-15 years)

Quarry Park

The neighborhood has identified the quarry on Daniels Road as a potential open space opportunity. In addition, this park was also included in the 1998 Southwest Atlanta Comprehensive Development Plan. This is a significant parcel and would ultimately serve as a regional resource for the City. It is located across Daniels Road and the railroad tracks from the Ben Hill Community Park and these parks could be connected in the future by a pedestrian bridge. Purchase of this property will represent a significant expenditure and will require a broader city-wide consensus as to its place in the City's overall parks and open space system. The Bureau of Planning should facilitate discussions with the Department of Parks, Recreation and Cultural Affairs in order to evaluate its potential as a future regional park.



Project List

Section 5.0 Project List

This section organizes all the recommended projects into a chart that outlines project type, phase, NPU, Council District, estimated costs, funding sources and agencies involved.

Cost Assumptions

As with any macro-level planning process, it is difficult to perfectly assign costs to future projects. However, it is possible to estimate based on standard cost assumptions. The following assumptions have been used have been used for the projects outlined.

- 5-foot wide sidewalk including curb and gutter = \$7.00 per square foot
- Required drainage associated with new curb and gutter = \$35 per linear foot
- The different roadway typical sections proposed in this cost estimate was:
 - One lane roadway with sidewalk \$185 / Linear Foot (was used for turn lane estimates)
 - Two lane roadway with sidewalk \$295 / Linear Foot
 - Three lane roadway with sidewalk \$385 / Linear Foot
 - Four lane roadway with sidewalk \$450 / Linear Foot
- Bridge = \$65 / Linear Foot
- Atlanta Light Type "C" pedestrian lights = \$3,000 each at 80 foot spacing
- Street Trees = \$300 Each at 40 foot spacing
- Milling and Resurfacing \$4 / Square Yard
- Road Signs = \$ 300 each
- Thermoplastic Crosswalks = \$3000 / leg
- Signal priority for transit = \$125,000 / mile, \$25,000 / unit
- Bus stop shelter = \$5,000-\$8,000 each

It was also assumed that engineering cost would be at 10-15 percent of the construction cost. Right of way cost was assumed to be at an average rate \$2.50 per square foot. The right of way cost assumes an average rate of both residential and commercial.

Agency Abbreviations

BOP = Bureau of Planning

DPW = Department of Public Works

DPRCA = Department of Parks, Recreation and Cultural Affairs

GDOT = Georgia Department of Transportation

ADA = Atlanta Development Authority

									Total	\$16,577,450.00		
	Campbellton West											
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	Corridor/Crossection											
	C-1	Campbellton Rd.: Road Widening from existing 2-lanes to 4-lanes (2 travel lanes in each direction & center median), including sidewalks/multi-purpose trail	From Butner Rd. to Enon Rd.	P	11th (Maddox)	Phase 3 (5-15 years)	\$1,150,000	\$500,000	\$4,669,000	\$6,319,000	GDOT	GDOT/BOP
	C-2	Transition Lighting and Signage: Install additional signing at terminus of Langford Parkway, flashing beacons for signal ahead warning, install vehicular lighting for better visibility at interchange	From I-285 interchange to Barge Rd.	P	11th (Maddox)	Phase 1 (1-5 years)	N/A	\$80,000	\$800,000	\$880,000	GDOT	GDOT
	Streetscape/Sidewalks											
	S-1	Barge Rd.: Install sidewalks	From Fairburn Rd. south to Stone Rd	P	11th (Maddox)	Phase 1 (1-5 years)	N/A	\$85,000	\$835,450	\$920,450	Campbellton TAD/LCI	BOP/DPW
	S-2	Fairburn Rd.: Install sidewalks	From Barge Rd. south to Tell Rd.	P	11th (Maddox)	Phase 1 (1-5 years)	N/A	\$63,000	\$631,000	\$694,000	Campbellton TAD/LCI	BOP/DPW
	S-3	Campbellton Rd.: Install pedestrian street lighting, Street Trees & sidewalks	From Barge Rd. to Butner Rd.	P	11th (Maddox)	Phase 1 (1-5 years)	N/A	\$70,000	\$694,000	\$764,000	Campbellton TAD/LCI	GDOT/BOP/DPW
	Intersections/Traffic Signals											
	I-1	County Line Rd.: realign County Line Rd. to remove "dog leg" with new signal, pedestrian crosswalks, and ADA enhancements (potential park opportunity created with realignment)	Intersection of Campbellton Rd. & County Line Rd.	P	11th (Maddox)	Phase 2 (5-10 years)	\$300,000	\$70,000	\$659,000	\$729,000	GDOT	GDOT/BOP
	I-2	Niskey Lake Rd.: Construct left turn lanes on all approaches	Intersection of Campbellton Rd. & Niskey Lake Rd.	P	11th (Maddox)	Phase 2 (5-10 years)	\$30,000	\$40,000	\$275,000	\$315,000	GDOT	GDOT/BOP
	I-3	Butner Rd.: Potential realignment/connection north as access to development parcel, study potential for signalization (particularly with any new development to the north), clean-up excess pavement/connection to Daniel Rd.	Intersection of Campbellton Rd. & Butner/Daniel Rd.	P	11th (Maddox)	Phase 2 (5-10 years)	\$240,000	\$70,000	\$689,000	\$759,000	GDOT	GDOT/BOP
	I-4	Fairburn Rd.: Evaluate the right-of-way & design impacts of extending northbound left turn lane & constructing eastbound & westbound right onto Campbellton	Intersection of Campbellton Rd. & Fairburn Rd.	P	11th (Maddox)	Phase 2 (5-10 years)	\$24,000	\$30,000	\$184,000	\$214,000	Campbellton TAD/GDOT	GDOT/BOP
	I-5	Barge Rd.: Evaluate the right-of-way & design impacts of constructing southbound left turn lane and eastbound right turn lane onto Campbellton	Intersection of Campbellton Rd. & Barge Rd.	P	11th (Maddox)	Phase 2 (5-10 years)	\$20,000	\$25,000	\$138,000	\$163,000	Campbellton TAD/GDOT	GDOT/BOP
	I-6	Upgrade Traffic Signals: to include 2070 controllers, LED signal displays, vehicle detection & pedestrian enhancements	All signalized intersections along corridor	P	11th (Maddox)	Included in a Contract Let by GDOT in Dec. 2005	TBD	TBD	TBD	TBD	GDOT	GDOT/BOP
	I-7	Traffic Signal Interconnection: interconnect signals & provide communications to City of Atlanta TCC	All signalized intersections along corridor	P	11th (Maddox)	Included in a Contract Let by GDOT in Dec. 2005	TBD	TBD	TBD	TBD	GDOT	GDOT/BOP
	I-8	Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks	unsignalized crosswalks at Ben Hill School	P	11th (Maddox)	Phase 1 (1-5 years)						GDOT/BOP
	I-9	Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings & provide ADA access.	All signalized intersections in corridor	P	11th (Maddox)	Included in a Contract Let by GDOT in Dec. 2005	TBD	TBD	TBD	TBD	GDOT	GDOT/BOP
	New Streets/Network											

	Campbellton West											
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	N-1	Melvin Drive Extension: New 2-lane road from Kimberly Rd. to County Line Rd. (identified in the Southwest Atlanta CDP)	From Kimberly Rd. to County Line Rd.	P	11th (Maddox)	Phase 2 (5-10 years)	\$1,000,000	\$220,000	\$2,200,000	\$2,420,000	CIP	BOP/DPW
	N-2	Tell Rd. & Greenbriar Pkwy. Connection: Evaluate potential connection of Tell Rd. to Greenbriar Pkwy. At Stone Rd. (will require bridging railroad & coordination with Coventry Station Developer)	From Tell Rd. at Fairburn to Greenbriar Pkwy. At Stone Rd.	P	11th (Maddox)	Phase 2 (5-10 years)	\$720,000	\$220,000	\$2,180,000	\$2,400,000	CIP	BOP/DPW
	N-3	Network Opportunities - Ben Hill Village: various network connections that are possible with redevelopment, evaluate potential signal between Barge & Fairburn	North & south of Campbellton Rd. between Fairburn & Barge Rd.	P	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD	BOP/ADA
	N-4	Network Opportunities - West of Butner various network connections that are possible with redevelopment	North & south of Campbellton Rd. between County Line Rd. & Butner Rd.	P	11th (Maddox)	On-Going	TBD	TBD	TBD	TBD	Private Development	BOP
	Transit											
	T-1	Blue Flyer Route # 283: Enhance transit service to Downtown Atlanta by extending route from Oakland City Station to downtown Atlanta	extra 3 miles one-way along Lee St, Whitehall, and Peachtree, Alabama, Forsyth, Marietta 14 minute headways no additional extra blue flyer buses required	P	11th (Maddox)	Phase 2 (5-10 years)	N/A	N/A	N/A	operation cost \$1.36 per mile X (6 miles round trip) X (8 buses per day) X 260 days per year = \$16,972	MARTA operating funds (staffing) and capital funds (buses)	MARTA
	T-2	Relocate Park & Ride Lot: relocate park & ride lot at Barge Rd. to Greenbriar Mall (identified in the Greenbriar LCI)	SW corner of mall property of across Greenbriar Pkwy	P	11th (Maddox)	Phase 1 (1-5 years)	TBD	Variable/Depends on level of shelter and types of modifications to 5 existing routes in area (66, 83, 283, 170, 182)	Variable/Depends on level of mall support-land donation		MARTA capital funds with local business assistance (with Greenbriar Mall)	MARTA
	T-3	Bus Stop Enhancements: Eliminate underutilized stops & enhance remaining bus stops to include shelters, benches, trash receptacles & route information		P	11th (Maddox)	Phase 1 (1-5 years)	N/A	Minimal/Cost can be born by advertising agency(VIACOM)	\$5,000-\$8,000 per shelter	Cost could be born by advertising	MARTA capital funds/VIACOM	MARTA with advertising agency (VIACOM)
	Redevelopment Catalyst Projects											
	RC-1	Ben Hill Village: Establish a mixed-use center with a food store anchor, restaurants, local services, office and residential	Between Fairburn & Barge Rd.	P	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA
	15-Year Future Land Use											
	LU-1	Future Land Use change from Low Density Commercial to Mixed Use. Supports the mixed-use redevelopment of the Ben Hill Village catalyst site and is consistent with adjacent Mixed Use designation at the Barge Road intersection.		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	LU-2	Future Land Use change from Industrial to Open Space. Supports the future redevelopment of the quarry into a regional park		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Zoning											
	Z-1	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-2	Rezone from RG3 to MR-3: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-3	Rezone from RG3 to MR-3: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-4	Rezone from C2C to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP

	Campbellton West											
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	Z-5	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-6	Rezone from C1 to MR-4-B: shifts land use from commercial to residential & implements Quality of Life Zoning Code urban design standards		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-7	Rezone from C1 to MRC-2: Increases land use intensity, encourages mixed use & implements Quality of Life Zoning Code urban design standards		P	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Park & Open Space											
	O-1	"Quarry Park": Potential park & open space opportunity utilizing former quarry, with connection to existing Ben Hill Community Park via pedestrian bridge over railroad		P	11th (Maddox)	Phase 3 (5-15 years)	TBD	TBD	TBD	TBD	TPL/Blank Foundation/PATH Foundation	BOP/DPRCA
	O-2	"Sandtown Trail": Multipurpose trail connecting to Sandtown Villages (identified in the Sandtown LCI)		P	11th (Maddox)	Phase 3 (5-15 years)	TBD	TBD	TBD	TBD	TPL/Blank Foundation/PATH Foundation/Private Developers	BOP/DPRCA
	O-3	Ben Hill School: Work with the School Board to evaluate reuse options as a community resource and connection to the adjacent Ben Hill Community Park.		P	11th (Maddox)	Phase 2 (5-10 years)	TBD	TBD	TBD	TBD	Campbellton TAD	BOP/DPRCA

									Total	\$6,142,000		
	Cascade Avenue											
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	Corridor/Crosssection											
	C-1	Cascade Ave.: Restriping Cascade Ave from a mixed 3-lane and 4-lane street to a consistent 3-lane cross section (1 lane in each direction with center turn lane) with bicycle lanes. This would extend the planned streetscape project at Ben E. Mays.	Cascade Avenue from Fontaine Ave. to Beecher St.	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$30,000	\$220,000	\$250,000	CIP/QOL Bonds/LCI	BOP/DPW
	Streetscape/Sidewalks											
	S-1	Cascade Avenue - complete gaps in sidewalks, install pedestrian street lighting consistent with streetscape plans for Ben E. Mays/Cascade area.	From Hering Rd. to Langhorn St.	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	\$160,000	\$95,000	\$470,000	\$725,000	Beltline TAD/LCI/QOL Bonds	BOP/DPW
	S-2	DeLowe Dr. - install sidewalks	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox)	Phase 1 (1-5 years)	\$90,000	\$77,000	\$770,000	\$937,000	CIP/QOL Bonds/LCI	BOP/DPW
	S-3	Centra Villa Dr. - install sidewalks	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	\$70,000	\$61,000	\$610,000	\$741,000	CIP/QOL Bonds/LCI	BOP/DPW
	S-4	Dodson Dr. - install sidewalks	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox)	Phase 1 (1-5 years)	\$90,000	\$87,000	\$870,000	\$1,047,000	CIP/QOL Bonds/LCI	BOP/DPW
	Intersections/Traffic Signals											
	I-1	Donnelly Ave./Cascade Intersection: Install channelized islands in NW & NE corners of intersection for pedestrian refuge. Potential left turn lanes on Donnelly and Westwood	Intersection of Cascade Ave. & Donnelly Ave.	T	10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$10,000	\$20,000	\$30,000	Beltline TAD	BOP/DPW
	I-2	Ralph Abernathy Blvd./Cascade Intersection: Study the potential for pedestrian enhancement by eliminating right turn lanes between Langhorn and RDA (based in part on proposed network connections)	Intersection of Cascade Ave. & Langhorn/RDA	T	10th (Martin) 4th (Winslow)	Study only existing volumes indicate that these lanes are needed	N/A	\$30,000	YES	TBD	Beltline TAD	BOP/DPW
	I-3	Upgrade Traffic Signals: to include 2070 controllers, LED signal displays, vehicle detection & pedestrian enhancements	All signalized intersections in corridor	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Upgraded by City of Atlanta since Oct 05	N/A				Beltline TAD/LCI/QOL Bonds	BOP/DPW
	I-4	Traffic Signal Interconnection: interconnect signals & provide communications to City of Atlanta TCC	All signalized intersections in corridor	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$15,000	\$138,000	\$153,000	Beltline TAD/LCI/QOL Bonds	BOP/DPW
	I-5	Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks	All unsignalized crosswalks in corridor	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A		\$133,000	\$133,000	Beltline TAD/LCI/QOL Bonds	BOP/DPW
	I-6	Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings & provide ADA access.	All signalized intersections in corridor	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Upgraded by City of Atlanta since Oct 05	N/A				Beltline TAD/LCI/QOL Bonds	BOP/DPW
	New Streets/Network											
	N-1	New Street at Kroger Citi-Center: provides connection from RDA/Cascade to Donnelly Ave. (Identified in Beltline Redevelopment Plan)	Cascade Ave. & RDA intersection to Donnelly	T	4th (Winslow)	Phase 1 (1-5 years)	\$200,000	\$35,000	\$335,000	\$570,000	Beltline TAD	ADA
	N-2	Connection across Beltline at Allegheny St.: provides needed additional connection across future Beltline as an alternative to the RDA/Cascade intersection and services new redevelopment.	From Donnelly Ave. to White St. over Beltline (at Allegheny St.)	T	4th (Winslow)	Phase 1 (1-5 years)	\$180,000	\$30,000	\$301,000	\$511,000	Beltline TAD	ADA
	N-3	Extension of Hopkins Street to Donnelly Ave: provides needed additional connection across future Beltline as an alternative to the RDA/Cascade intersection and services new redevelopment.	From Donnelly Ave. to White St. over Beltline (at Hopkins St.)	T	4th (Winslow)	Phase 1 (1-5 years)	\$368,000	\$62,000	\$615,000	\$1,045,000	Beltline TAD	ADA
	Traffic Calming											
	TC-1	Beecher Rd (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Ben Mays to Cascade Avenue (east)	I, S, T	11th (Maddox) 10th (Martin)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW

Cascade Avenue												
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	TC-2	S. Gordon St (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Beecher Rd. to RDA	T	10th (Martin)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-3	Ontario Ave (Westview Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From S. Gordon St. to RDA	T	10th (Martin)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-4	Dodson Dr (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-5	DeLowe Dr (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-6	Avon Ave (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Lee St.	R, S	4th (Winslow)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-7	Kenmore St (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Avon Ave.	R, S	4th (Winslow)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-8	Centra Villa Dr. (Adams Park Neighborhood): Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Cascade Ave. to Campbellton Rd.	R, S	11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
Transit												
	T-1	Bus Route # 71: Enhance transit service to Downtown Atlanta by eliminating underutilized bus stops and extending route from West End Station Downtown Atlanta	Extra 2 miles one-way along Lee St, Whitehall, and Peachtree, Alabama, Forsth, Marietta (12-25 minute headways, no additional extra buses required)	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 2 (5-10 years)	N/A	N/A	need extra 8 buses on weekdays	operation cost \$1.36 per mile X (4 miles round trip) X (24 buses per day) X 260 days per year = \$33,945	MARTA operating funds (staffing) and capital funds (buses)	MARTA
	T-2	Signal Priority: Implement ITS transit signal priority along corridor to improve travel time to West End Station	9 locations on Cascade Avenue	I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 2 (5-10 years)	N/A		\$25,000 per unit \$125,000 per mile	(\$25,000 X 9 units = \$225,000) or for whole corridor (2 miles X \$125,000 = \$250,000)		MARTA/DPW
	T-3	Bus Stop Enhancements: Eliminate underutilized stops & enhance remaining bus stops to include shelters, benches, trash receptacles & route information		I, R, S, T	11th (Maddox) 10th (Martin) 4th (Winslow)	Phase 1 (1-5 years)	N/A	Minimal/Cost can be born by advertirising agency(VIACOM)	\$5,000-\$8,000 per shelter	Cost could be born by advertising	MARTA capital funds/VIACOM	MARTA with advertising agency (VIACOM)
Redevelopment Catalyst Projects												
	RC-1	Cascade - Ralph David Abernathy (Beltline): Redevelopment of the existing commercial node into a major mixed-use center based in part on future connection to the Beltline		T	4th (Winslow)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Beltline TAD/Private Developers	BOP/ADA
	RC-2	Benjamin E. Mays - Cascade (Cascade Heights): Revitalize existing commercial center into a more pedestrian-friendly neighborhood commercial district		I, R, S	11th (Maddox)	On-Going	TBD	TBD	TBD	TBD	UEZ incentives/Private Developers	BOP/ADA
	RC-3	Beecher - Cascade Neighborhood Shopping District: Revitalization of small commercial node to serve surrounding neighborhoods		S, T	10th (Martin) 4th (Winslow)	On-Going	TBD	TBD	TBD	TBD	Beltline TAD/Private Developers	BOP/ADA
15-Year Future Land Use												
	LU-1	Future Land Use change from Single Family Residential to Medium Density Residential. Consistent with existing zoning (RG-2) and supports future redevelopment and proposed rezoning to (MR-4-B-C).		S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP

Cascade Avenue												
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	LU-2	Future Land Use change from Single Family Residential to Medium Density Residential. Supports the redevelopment of deteriorating residential uses between the Cascade/Beecher and R.D. Abernathy Blvd. commercial nodes.		T	10th (Martin) 4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	LU-3	Future Land Use change from Low Density Commercial to Mixed Use. Supports the mixed-use redevelopment of the Cascade/RDA catalyst site and is consistent with supporting redevelopment along this BeltLine node.		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	LU-4	Future Land Use change from Low Density Residential to High Density Residential. Supports the redevelopment of this area along the future BeltLine as higher intensity residential use.		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	LU-5	Future Land Use change from Single Family Residential to Open Space. Supports the purchase and reuse of this underutilized residential property to a neighborhood park.		T	10th (Martin)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Zoning											
	Z-1	Rezone from C1 & RLC to NC: Controls the scale & character of neighborhood commercial development & implements Quality of Life Zoning Code urban design standards		I, R, S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-2	Rezone from RG2 to MR-4-B-C: Encourages redevelopment into townhome type intensity & implements Quality of Life Zoning Code urban design standards, with conditions restricting commercial		S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-3	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		S	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-4	Rezone from C1 to NC: Controls the scale & character of neighborhood commercial development & implements Quality of Life Zoning Code urban design standards		S, T	10th (Martin) 4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-5	Rezone from RG2 to MR-4-B: Encourages redevelopment into townhome type intensity & implements Quality of Life Zoning Code urban design standards		T	10th (Martin)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-6	Rezone from R4 to MR-4-B: Encourages redevelopment into townhome type intensity & implements Quality of Life Zoning Code urban design standards		T	10th (Martin) 4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-7	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		T	10th (Martin)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-8	Rezone from C1 to MRC-2: Increases land use intensity & implements Quality of Life Zoning Code urban design standards		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-9	Rezone from I1 to L-W: Encourages redevelopment of industrial use & implements Quality of Life Zoning Code urban design standards		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-10	Rezone from RG2 to MR-4-A: Increases land use intensity, encourages redevelopment & implements Quality of Life Zoning Code urban design standards		T	4th (Winslow)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Park & Open Space											
	O-1	Westview Neighborhood Park: potential park/open space opportunity on undeveloped parcels along N. Olympian Way	Parcels between N. Olympian Way & S. Olympian Way	T	10th (Martin)	Phase 2 (5-10 years)	TBD	TBD	TBD	TBD	TPL, Blank Foundation	BOP/DPRCA

									total	\$8,501,500		
		Campbellton - East										
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
		Corridor/Crossection										
	C-1	Campbellton Rd.: Redesign from existing 2-lanes to 3-lanes (1 travel lane in each direction & center turn lane/median), including sidewalks and bicycle lanes (<i>this is an alternative to the currently planned 5-lane cross section</i>)	Two segments: 1) from Dodson Dr. to Bent Creek Way, 2) from Pinehurst Dr. to Oakland Dr.	R,S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	\$1,150,000	\$500,000	\$4,700,000	\$6,350,000	Campbellton Road TAD/LCI	BOP/DPW
	C-2	Lane Transition Sections: Upgrade signing and pavement marking for transitions from and to future 3-lane and existing 5-lane segments	Three locations: 1) approaching Dodson Dr. from west, 2) approaching Willis Mill Dr. from east, 3) approaching Timothy Dr. from west	R,S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$2,500	\$10,000	\$12,500	CIP/Street Maintenance	DPW
		Streetscape/Sidewalks										
	S-1	Campbellton Rd.: Install pedestrian street lighting	From Maxwell Dr. to Oakland Drive	R,S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$62,000	\$613,000	\$675,000	Campbellton Road TAD/LCI	BOP/DPW
	S-2	DeLowe Dr.: Install sidewalks	From Campbellton Rd. to Alison Ct.	R	11th (Maddox)	Phase 1 (1-5 years)	N/A	\$25,000	\$225,000	\$250,000	CIP/QOL Bonds/LCI	BOP/DPW
	S-3	Stanton Road: install sidewalks	From Campbellton Rd. to city limits	R	12th (Sheperd)	Phase 1 (1-5 years)	N/A	\$50,000	\$467,000	\$517,000	CIP/QOL Bonds/LCI	BOP/DPW
		Intersections/Traffic Signals										
	I-1	Dodson Dr.: Replace strain pole in SW corner of intersection	Intersection of Campbellton Rd. & Dodson Dr.	R	11th (Maddox)	Part of Signal improvement Contract City is developing	N/A	\$5,000	\$10,000	\$15,000	CIP/Street Maintenance	DPW
	I-2	Centra Villa Dr.: Evaluate the right-of-way impact of adding south bound right turn lane onto Campbellton	Intersection of Campbellton Rd. & Centra Villa	R, S	11th (Maddox)	Phase 1 (1-5 years)	TBD	10,000	70,000	\$80,000	CIP/Street Maintenance	DPW
	I-3	Upgrade Traffic Signals: to include 2070 controllers, LED signal displays, vehicle detection & pedestrian enhancements	All signalized intersections along corridor	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$50,000	\$280,000	\$330,000	CIP/Street Maintenance	DPW
	I-4	Traffic Signal Interconnection: interconnect signals & provide communications to City of Atlanta TCC	All signalized intersections along corridor	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$40,000	\$160,000	\$200,000	CIP/Street Maintenance	DPW
	I-5	Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks	Various locations (e.g. crossing @ Adams Park Library and YMCA)	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$5,000	\$21,000	\$26,000	CIP/Street Maintenance	DPW
	I-6	Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings & provide ADA access.	All signalized intersections in corridor	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	\$10,000	\$36,000	\$46,000	CIP/Street Maintenance	DPW
		New Streets/Network										
	N-1	Network Opportunities - Delowe Village: with the proposed redevelopment of this catalyst site key connections should be made including: a parallel connection from Delowe, and alignment of the Myrtle & Centra Villa intersection		R	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA/Developers
	N-2	Network Opportunities - Ft. McPherson: the future redevelopment of Ft. McPherson provides an important opportunity to create better connectivity in this part of the Campbellton corridor. Multiple connections from both Campbellton and Stanton that provide connection to Lee Street will provide critical connectivity, helping to distribute traffic through the area.		R, S	12th (Sheperd)	Phase 2 (5-10 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA/Developers
	N-3	Network Opportunities - Campbellton - Harbin: Redevelopment in this area should be organized on a regular network of streets and blocks with multiple connections to Campbellton Road.		R	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA/Developers
		Transit										

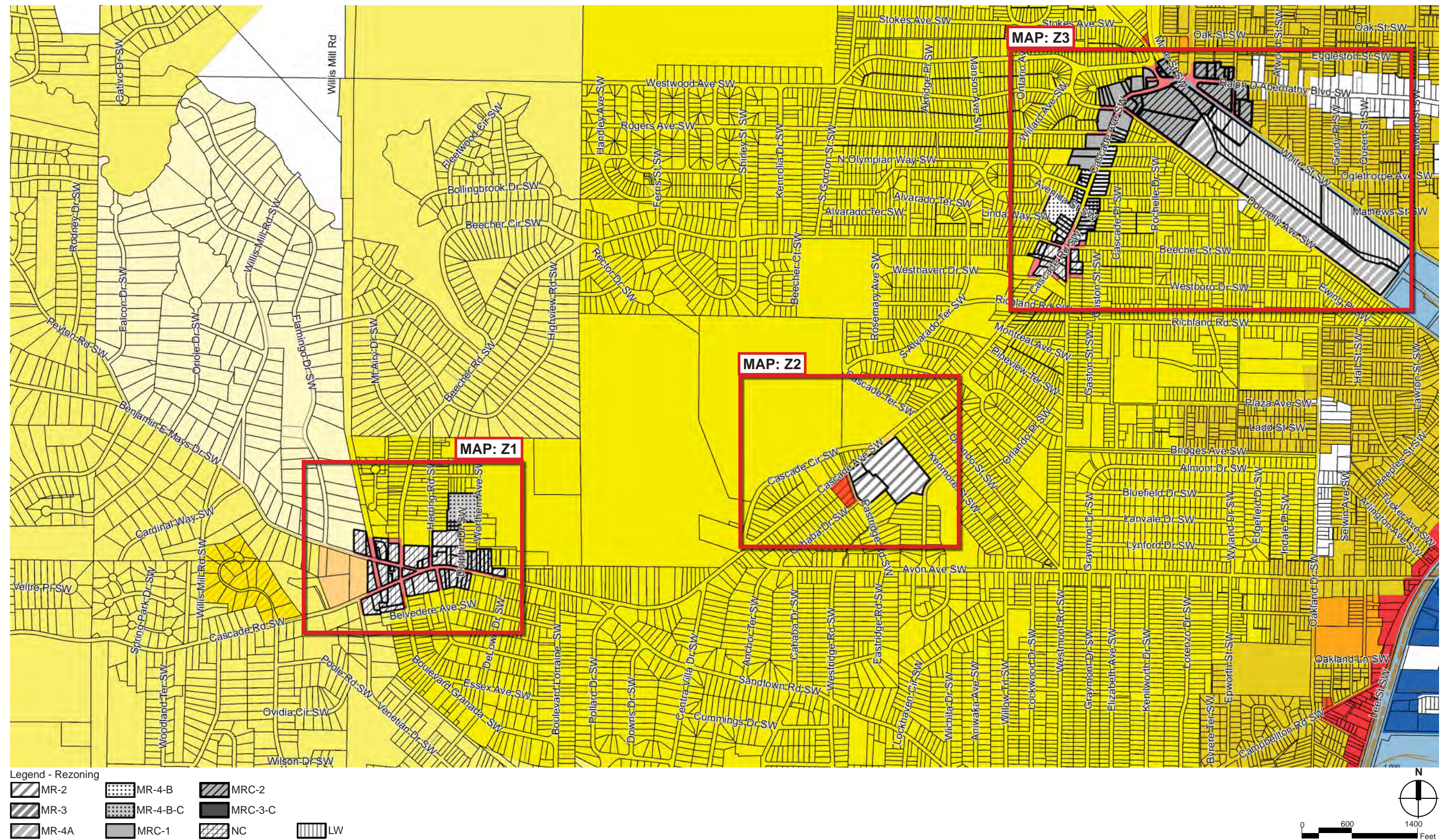
Campbellton - East												
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	T-1	Blue Flyer Route # 283: Enhance transit service to Downtown Atlanta by extending route from Oakland City Station to downtown Atlanta	extra 3 miles one-way along Lee St, Whitehall, and Peachtree, Alabama, Forsyth, Marietta 14 minute headways no additional extra blue flyer buses required	R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	N/A	N/A	N/A	operation cost \$1.36 per mile X (6 miles round trip) X (8 buses per day) X 260 days per year = \$16,972	MARTA operating funds (staffing) and capital funds (buses)	MARTA
	T-2	Signal Priority: Implement ITS transit signal priority along corridor to improve travel time to Downtown Atlanta and Oakland City Station		R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	N/A	N/A	\$25,000 per unit \$125,000 per mile	(\$25,000 X 8 units = \$200,000) or for whole corridor (3 miles X \$125,000 = \$375,000)		MARTA/DPW
	T-3	Bus Stop Enhancements: Eliminate underutilized stops & enhance remaining bus stops to include shelters, benches, trash receptacles & route information		R, S	12th (Sheperd) 11th (Maddox) 4th (Winslow)	Phase 1 (1-5 years)	N/A	Minimal/Cost can be born by advertising agency(VIACOM)	\$5,000-\$8,000 per shelter	Cost could be born by advertising	MARTA capital funds/VIACOM	MARTA with advertising agency (VIACOM)
Traffic Calming												
	TC-1	Childress Drive: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Campbellton Rd. to Cascade Ave.	R, I	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-2	Harbin Rd.: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Campbellton Rd. to Cascade Ave.	R, I	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-3	Dodson Drive: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Campbellton Rd. to Cascade Ave.	R, I	11th (Maddox)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
	TC-4	Centra Villa Dr.: Evaluate a range of options including bulb-outs, road narrowing, landscape islands, speed humps, mini circles, roundabouts	From Campbellton Rd. to Cascade Ave.	R, S	11th (Maddox) 4th (Winslow)	Phase 2 (5-10 years)	N/A	Staff time to determine measures	TBD	TBD	QOL Bonds	BOP/DPW
Redevelopment Catalyst Projects												
	RC-1	Delowe Village: Creation of a major mixed-use commercial area to serve the retail, service, and community needs of the surrounding neighborhoods		R	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA
	RC-2	Campbellton - Harbin Square Neighborhood: Redevelop vacant commercial property into a mix of residential uses and establish this part of Campbellton as a residential location		R	11th (Maddox)	Phase 1 (1-5 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA
	RC-3	Ft. McPherson Base Reuse: The eventual reuse of Ft. McPherson represents a significant opportunity to reconnect Campbellton Road to this future development site		S	12th (Sheperd)	Phase 2 (5-10 years)	TBD	TBD	TBD	TBD	Campbellton TAD/Private Developers	BOP/ADA
15-Year Future Land Use												
	LU-1	Future Land Use change from Low Density Commercial to Mixed Use. Supports the mixed-use redevelopment of the Campbellton/Delowe area.		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	LU-2	Future Land Use change from Low Density Commercial & Medium Density Residential to Mixed Use. Supports the mixed-use redevelopment of the Delowe village catalyst site.		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	LU-3	Future Land Use change from Single Family Residential to Open Space. Designate parcels or portions of parcels along the Utoy Creek as Open Space. Supports the long-term development of the Utoy Greenway from Campbellton Road to Cascade Springs Nature Preserve.		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Zoning												
	Z-1	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-2	Rezone from C1 to MR-4-A: shifts land use from commercial to residential & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP

Campbellton - East												
	ID	Description	Location	NPU	Council District	Phase	ROW Cost	Eng/Design Cost	Construction Cost	Total Cost	Funding	Agency
	Z-3	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-4	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-5	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-6	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-7	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-8	Rezone from RG3 to MR-4-A: Increases land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-9	Rezone from C1 to MRC-2: Increases land use intensity, encourages mixed use & implements Quality of Life Zoning Code urban design standards		R, S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-10	Rezone from RG3 to MR-3: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-11	Rezone from RG3 to MR-3: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-12	Rezone from C1 & RG3 to MRC-3-C: increses land use intensity, encourages mixed use & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-13	Rezone from RG3 to MR-4-A: Increases land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-14	Rezone from RG3 to MR-3: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		S	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-15	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	11th (Maddox)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-16	Rezone from RG2 to MR-2: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		R	12th (Sheperd)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
	Z-17	Rezone from C1 to MRC-1: maintains land use intensity & implements Quality of Life Zoning Code urban design standards		S	12th (Sheperd)	Phase 1 (1st year)	N/A	N/A	N/A	N/A	Staff Time	BOP
Park & Open Space												
	O-1	Utoy Creek Greenway: This greenway builds upon existing dedicated open space along Utoy Creek. With future open space dedication, this greenway can connect all the way up to the Cascade Springs Nature Preserve. Dedicate parcels or parts of parcels along creek as open space in the Future Land Use Plan.	From Campbellton Rd. north to Cascade Springs Nature Preserve	R	11th (Maddox)	Phase 3 (5-15 years)	TBD	TBD	TBD	TBD	TPL/Blank Foundation/PATH Foundation	BOP/DPRCA
	O-2	Adams Park Trail: This potential trail utilizes the edge of the Holmes Memorial Golf Course to create a trail connection between Adams Park and the Adams Park Library. This trail would provide a valuable pedestrian route from the Adams Park Neighborhood to the library and YMCA. Will require coordination with golf course to determine acceptable alignment and design.	From Adams Park, along Holmes Golf Course to Library	R	11th (Maddox)	Phase 1 (1-5 years)					TPL/Blank Foundation/PATH Foundation/LCI	BOP/DPRCA



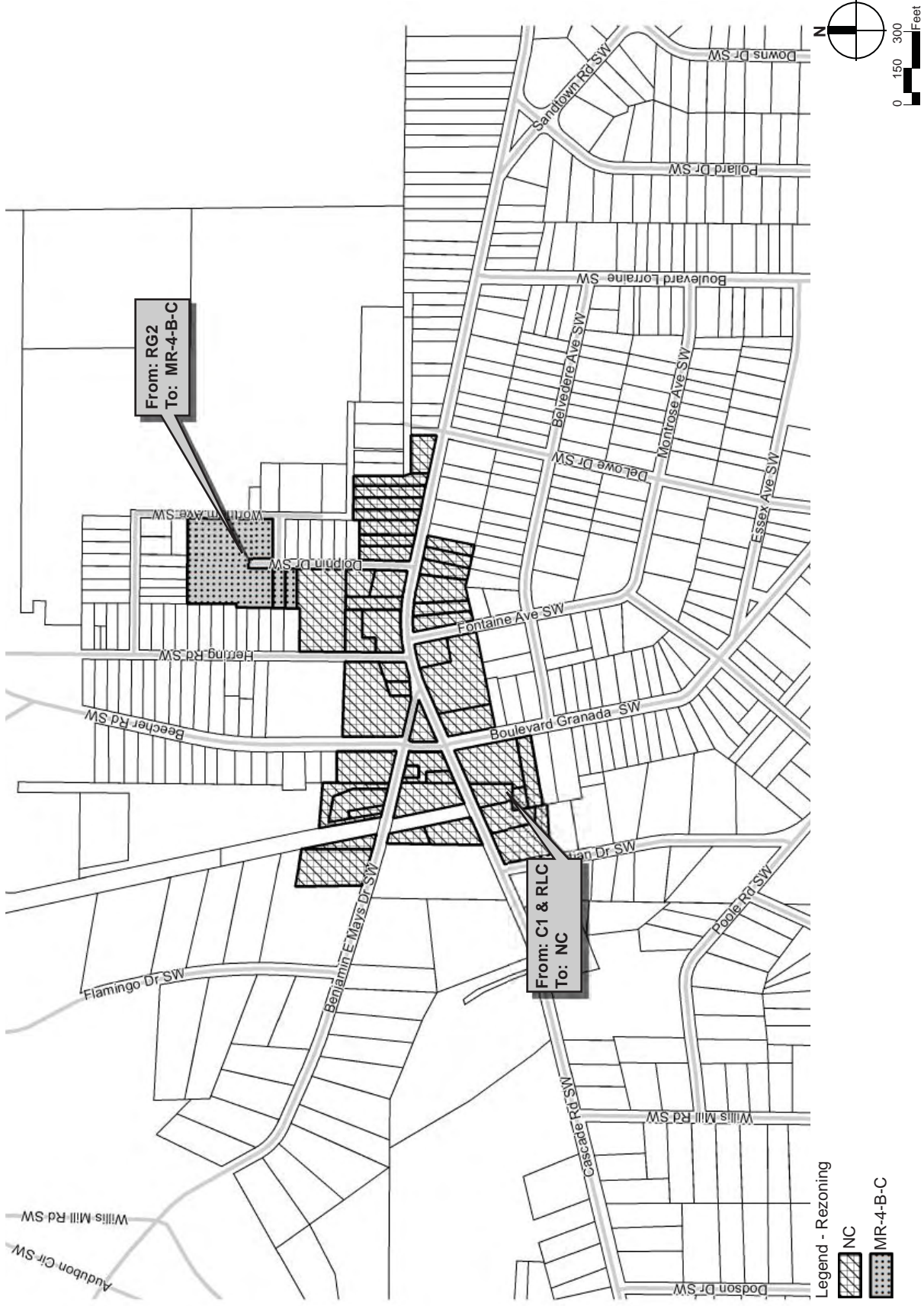
Recommended 15-Year Future Land Use
and Zoning Changes

6.1 Key Map: Proposed Rezoning



Cascade Avenue

Rezoning Map: Z 1

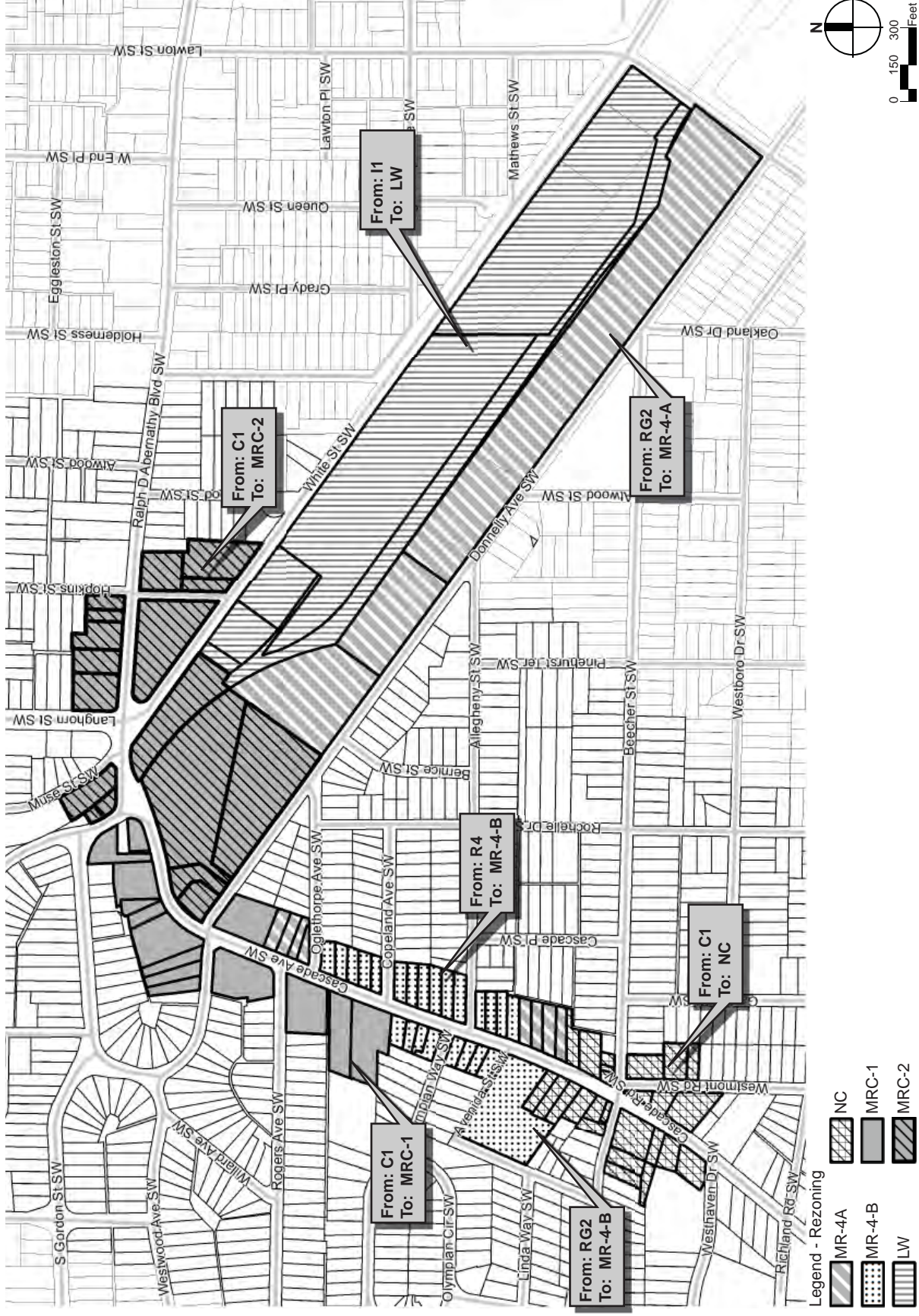


Rezoning Map: Z 2

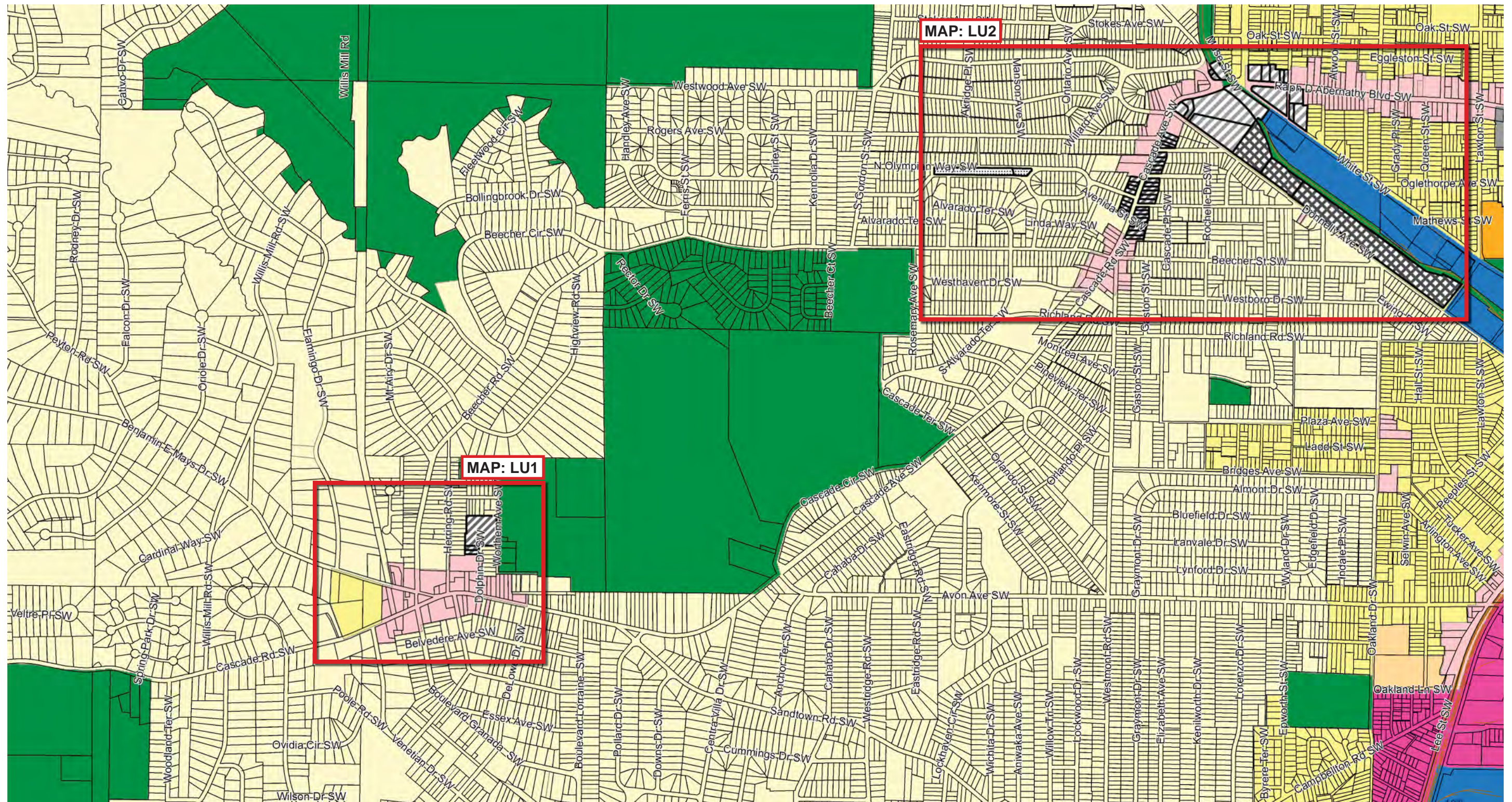


Cascade Avenue





Rezoning Map: Z 3

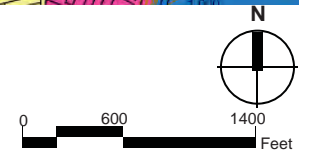


6.2 Key Map: Proposed 15 Year Future Landuse Changes

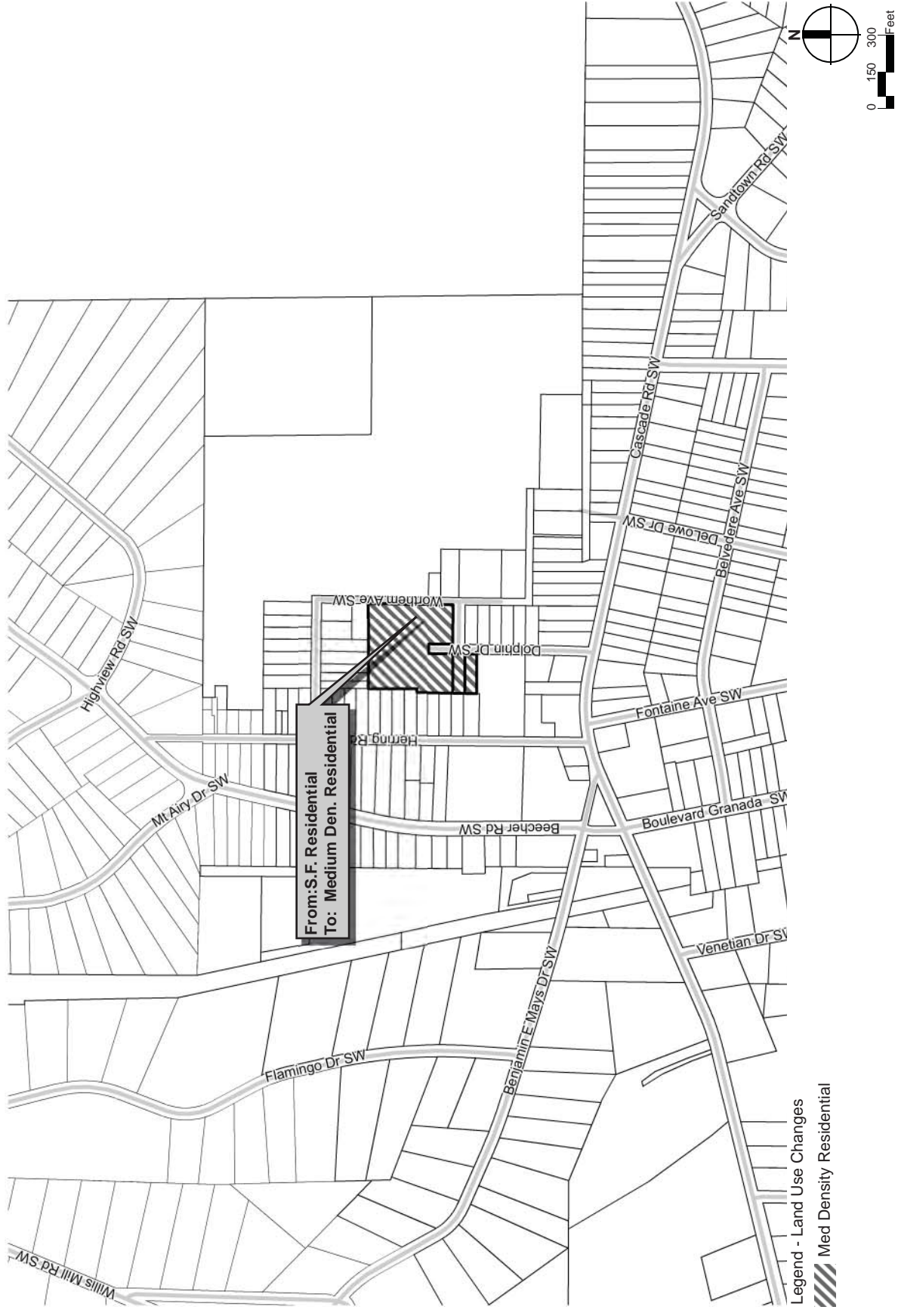


Legend - Land Use Changes

-  Medium Density Residential
-  High Density Residential
-  Mixed Use
-  Open Space

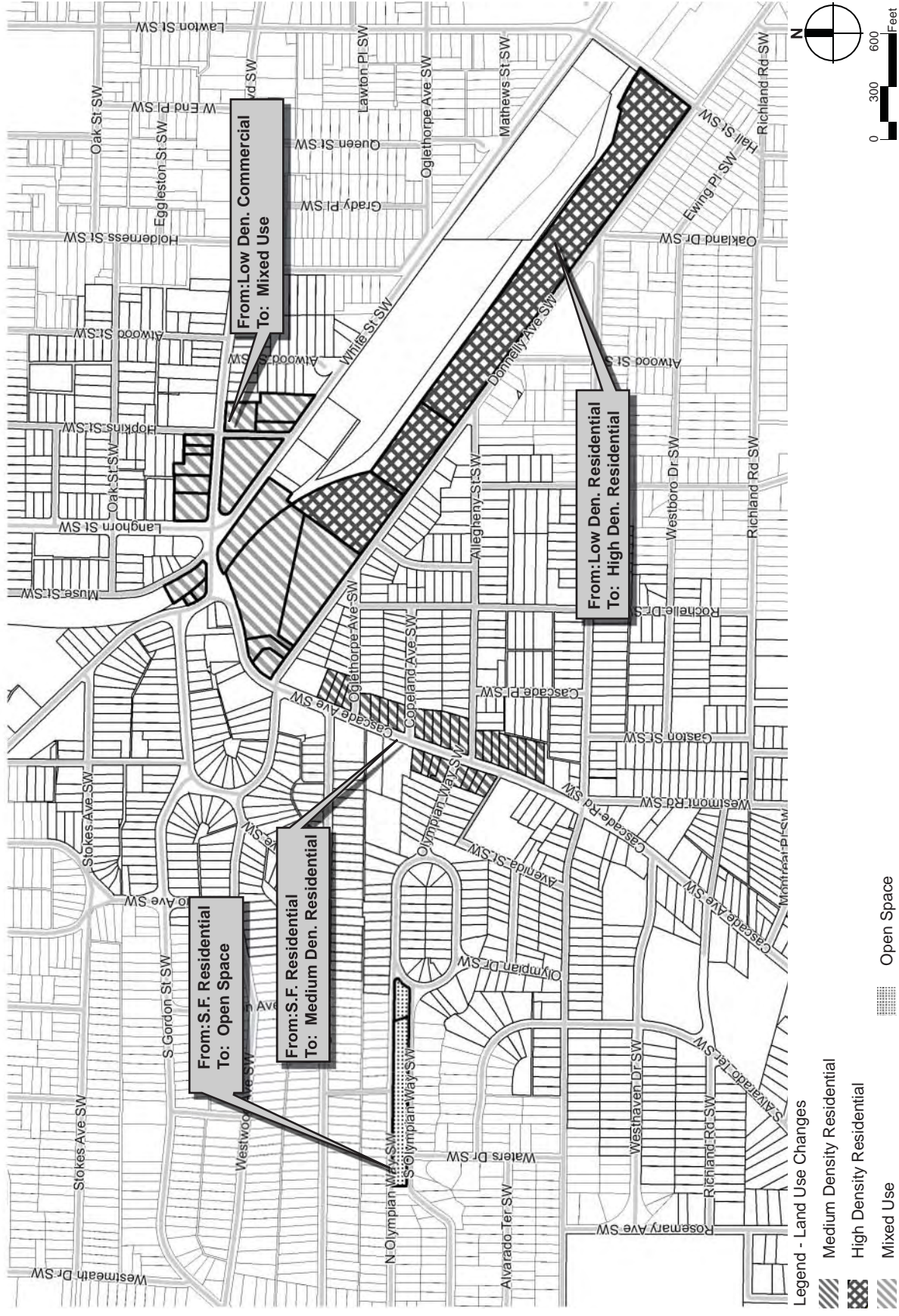


Proposed Landuse Changes Map: LU 1

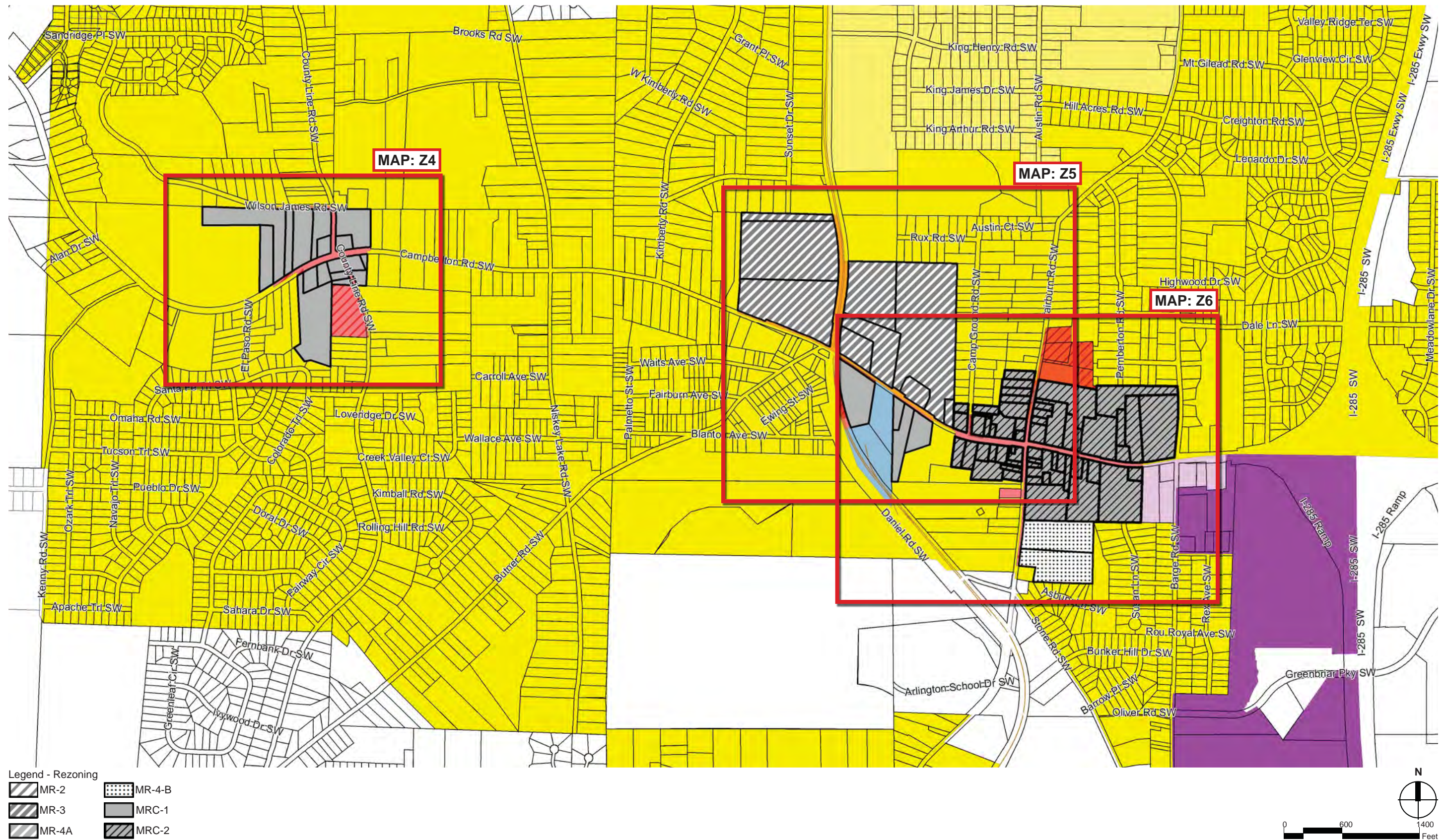


Cascade Avenue

Proposed Landuse Changes Map: LU 2

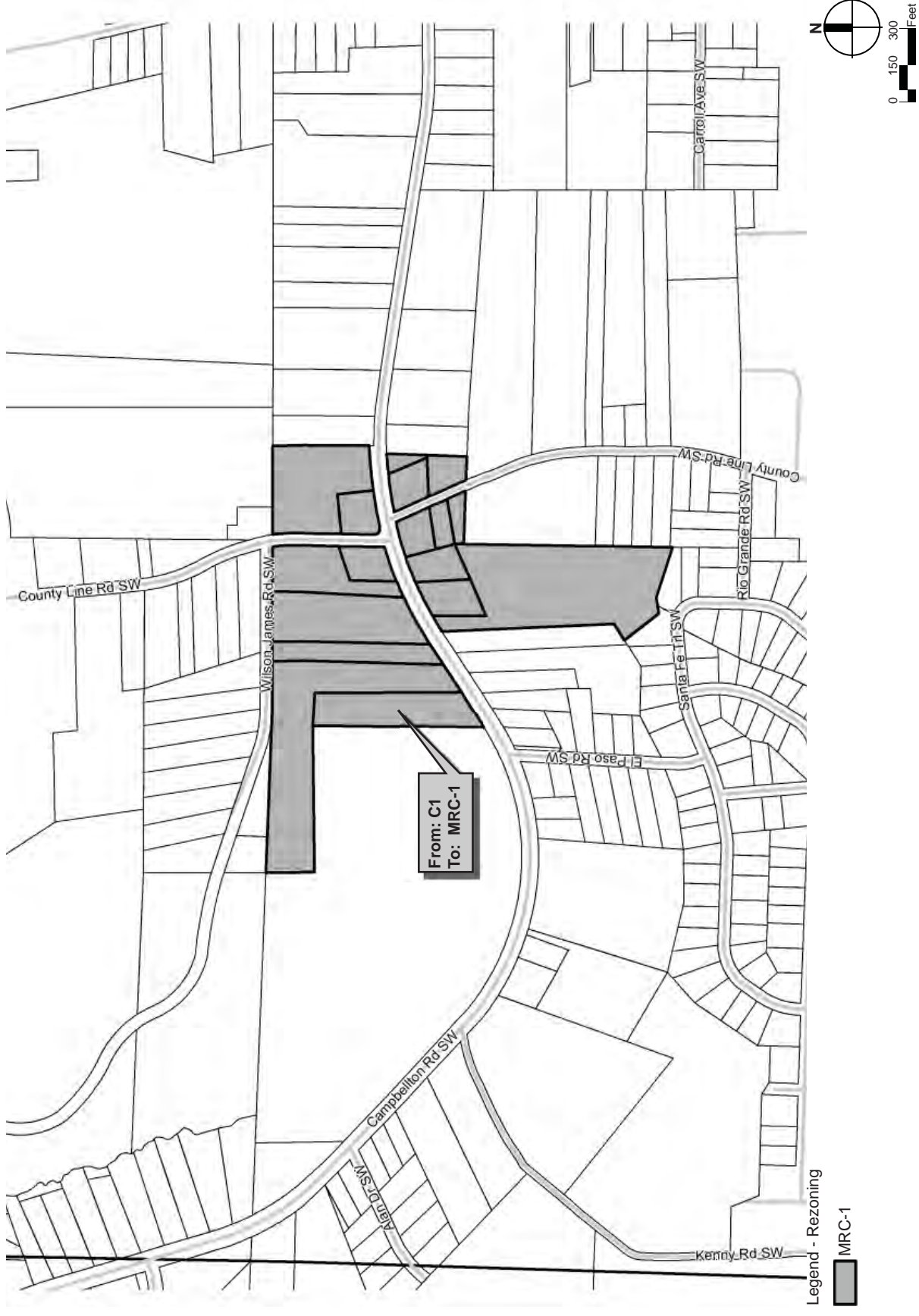


6.3 Key Map: Proposed Rezoning



Campbellton-West

Rezoning Map: Z 4



Campbellton-West

Rezoning Map: Z 5

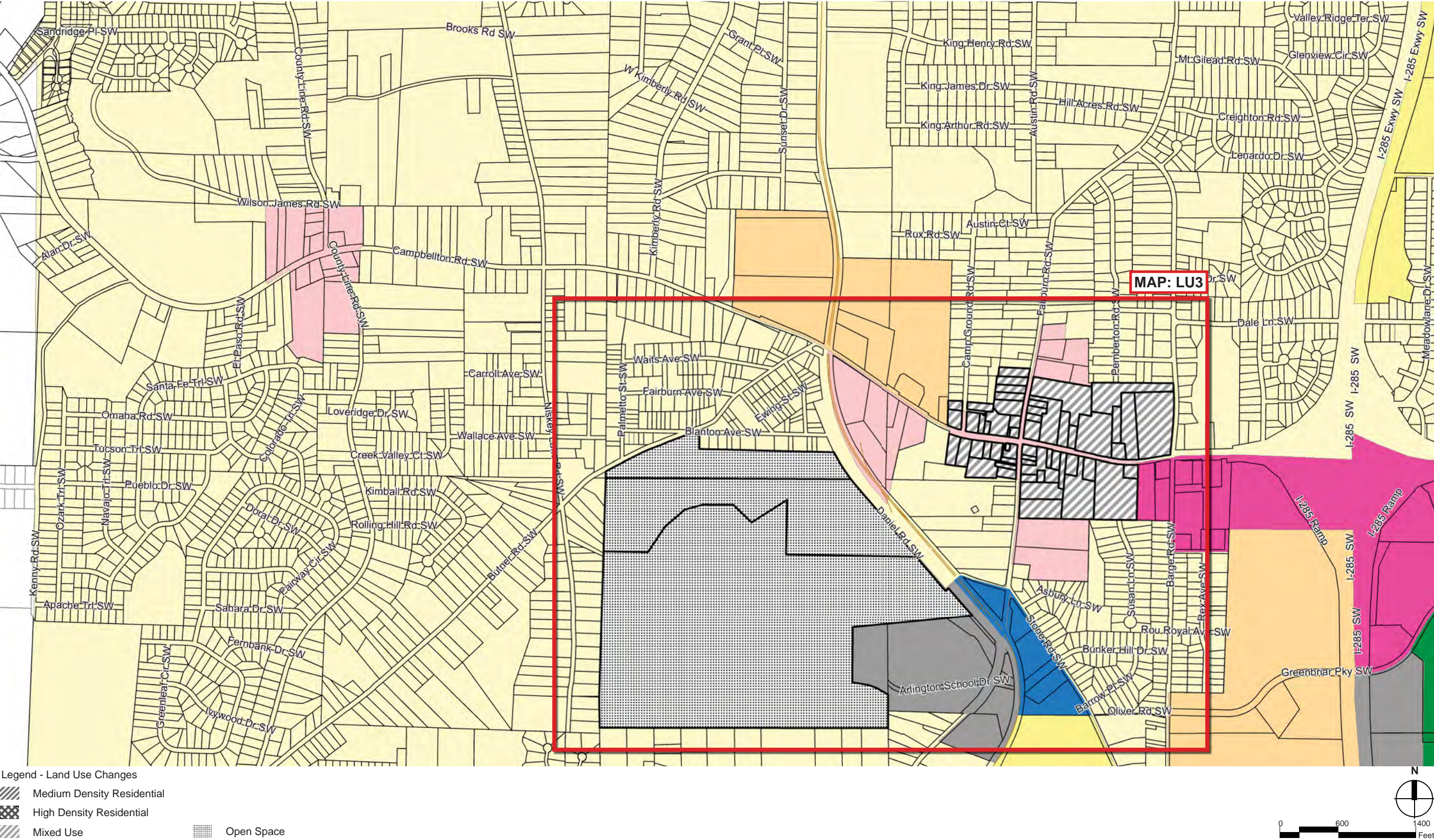


Campbellton-West

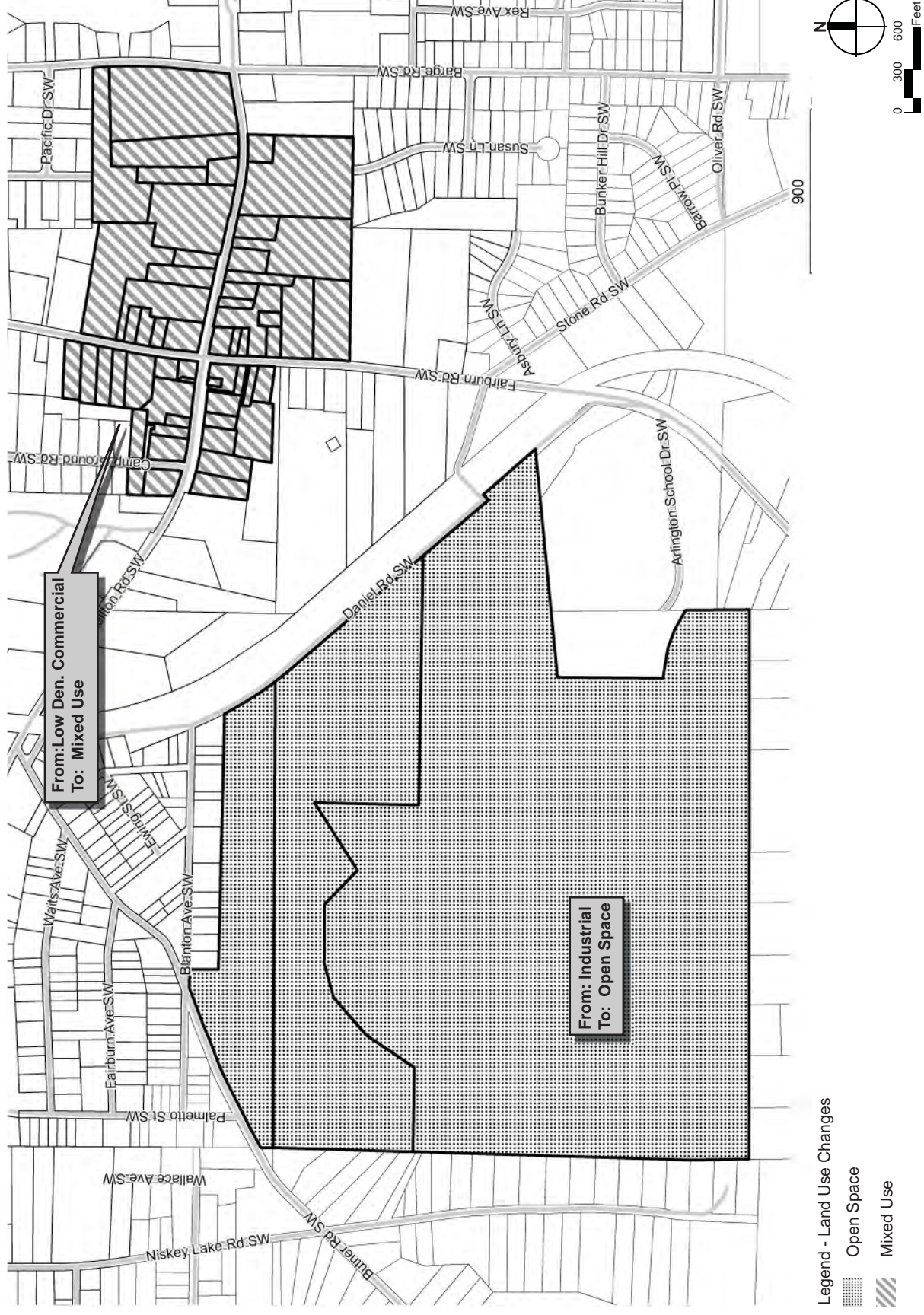
Rezoning Map: Z 6



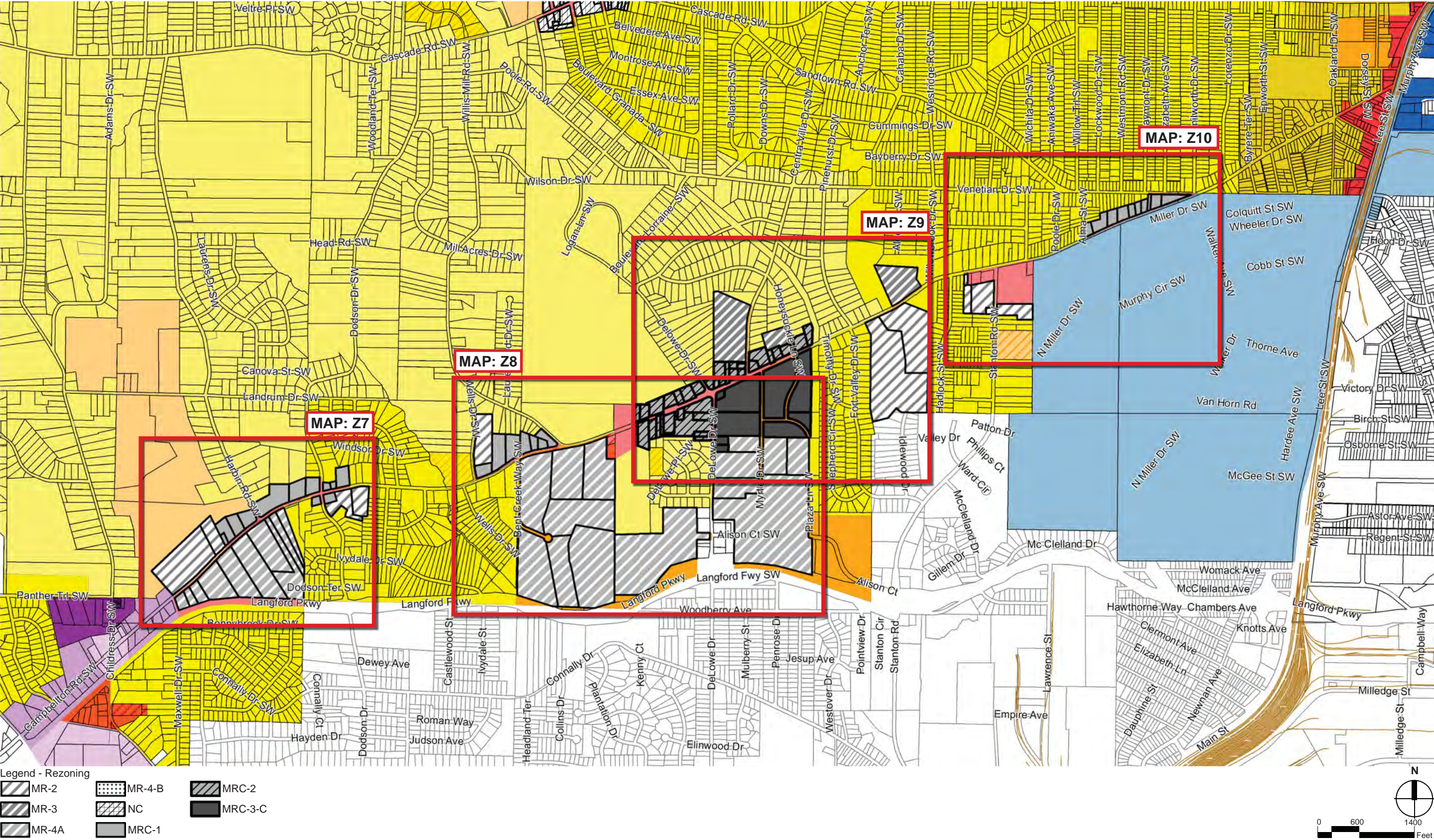
6.4 Key Map: Proposed 15 Year Future Landuse Changes



Proposed Landuse Changes Map: LU 3

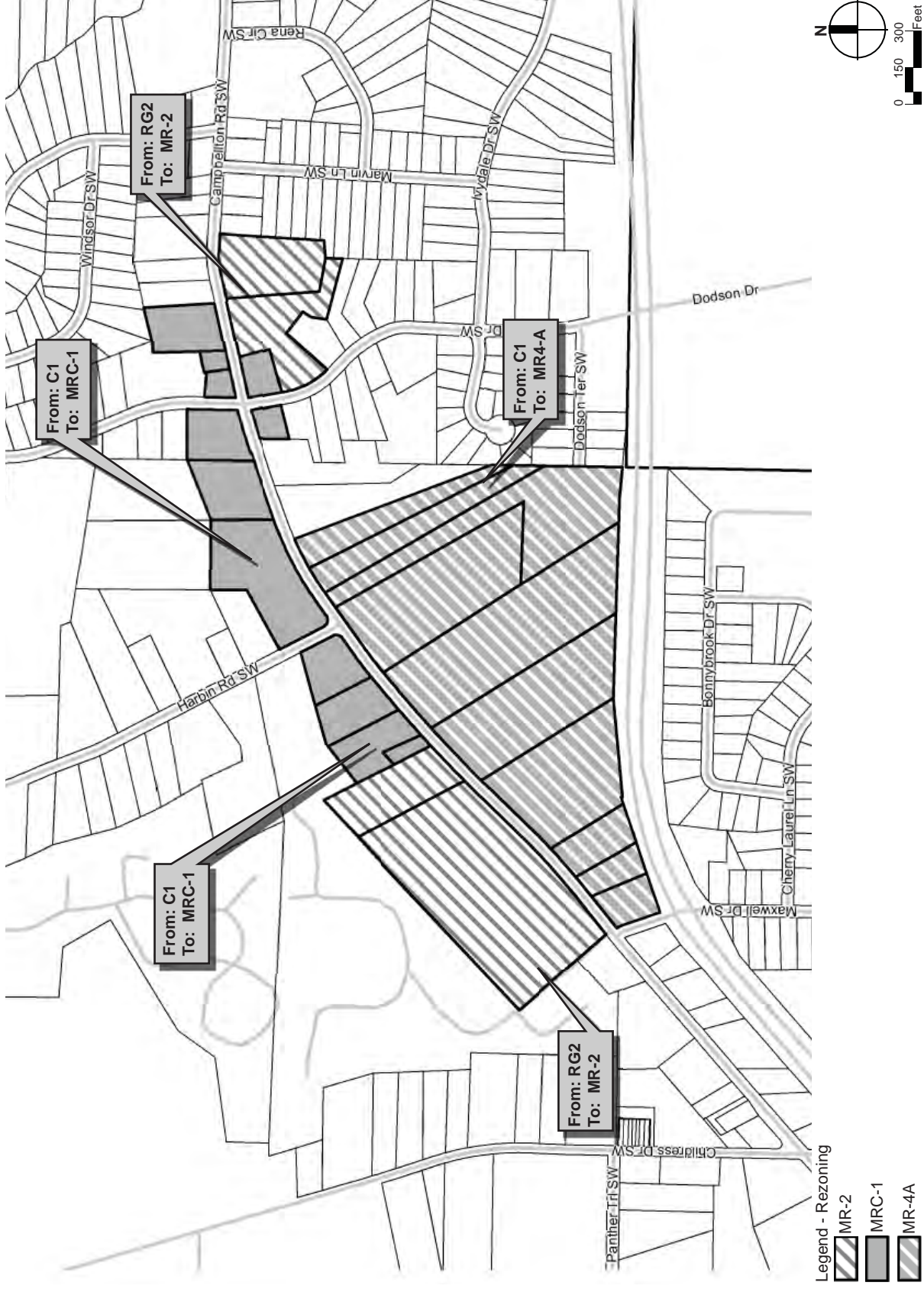


6.5 Key Map: Proposed Rezoning



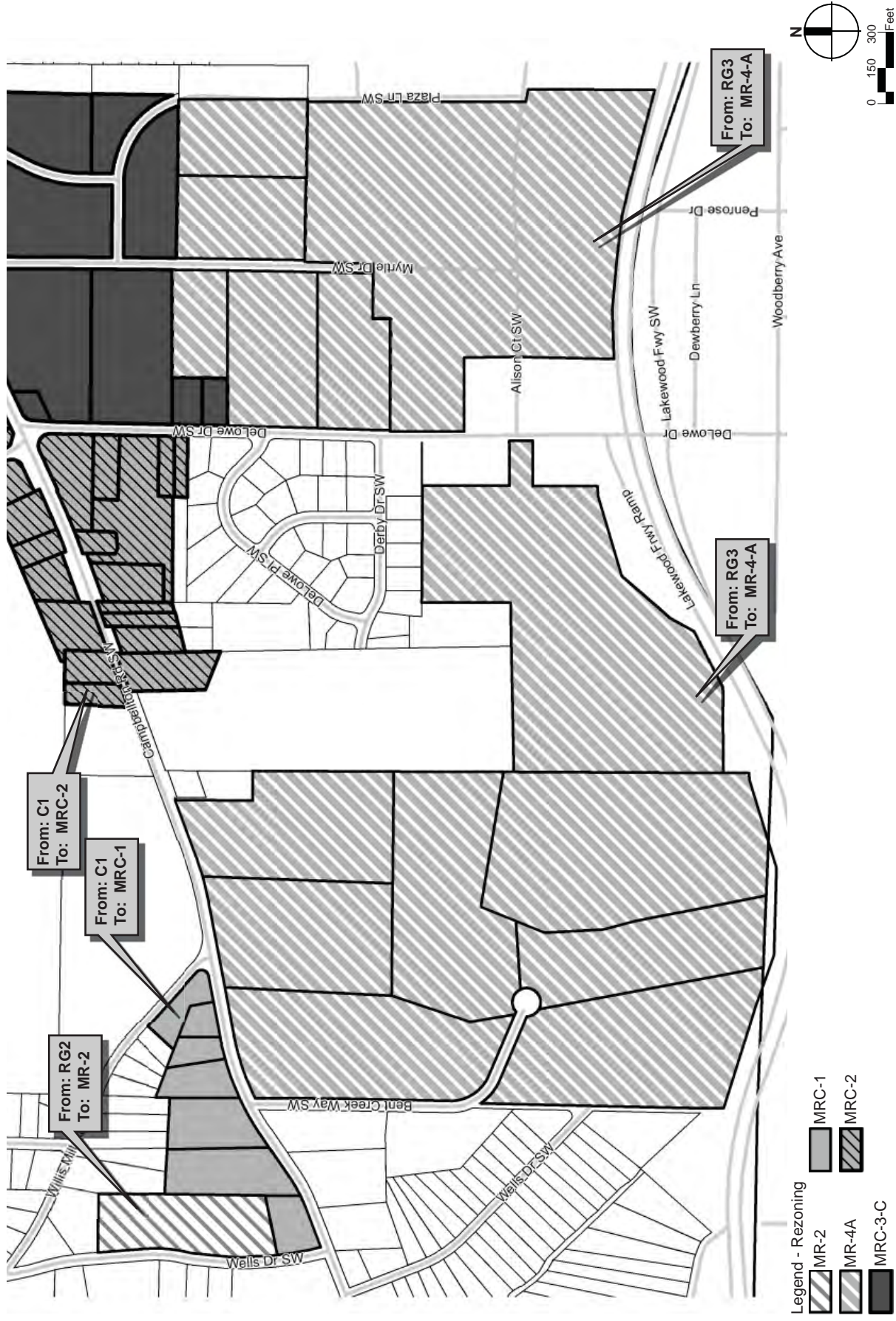
Campbellton-East

Rezoning Map: Z 7



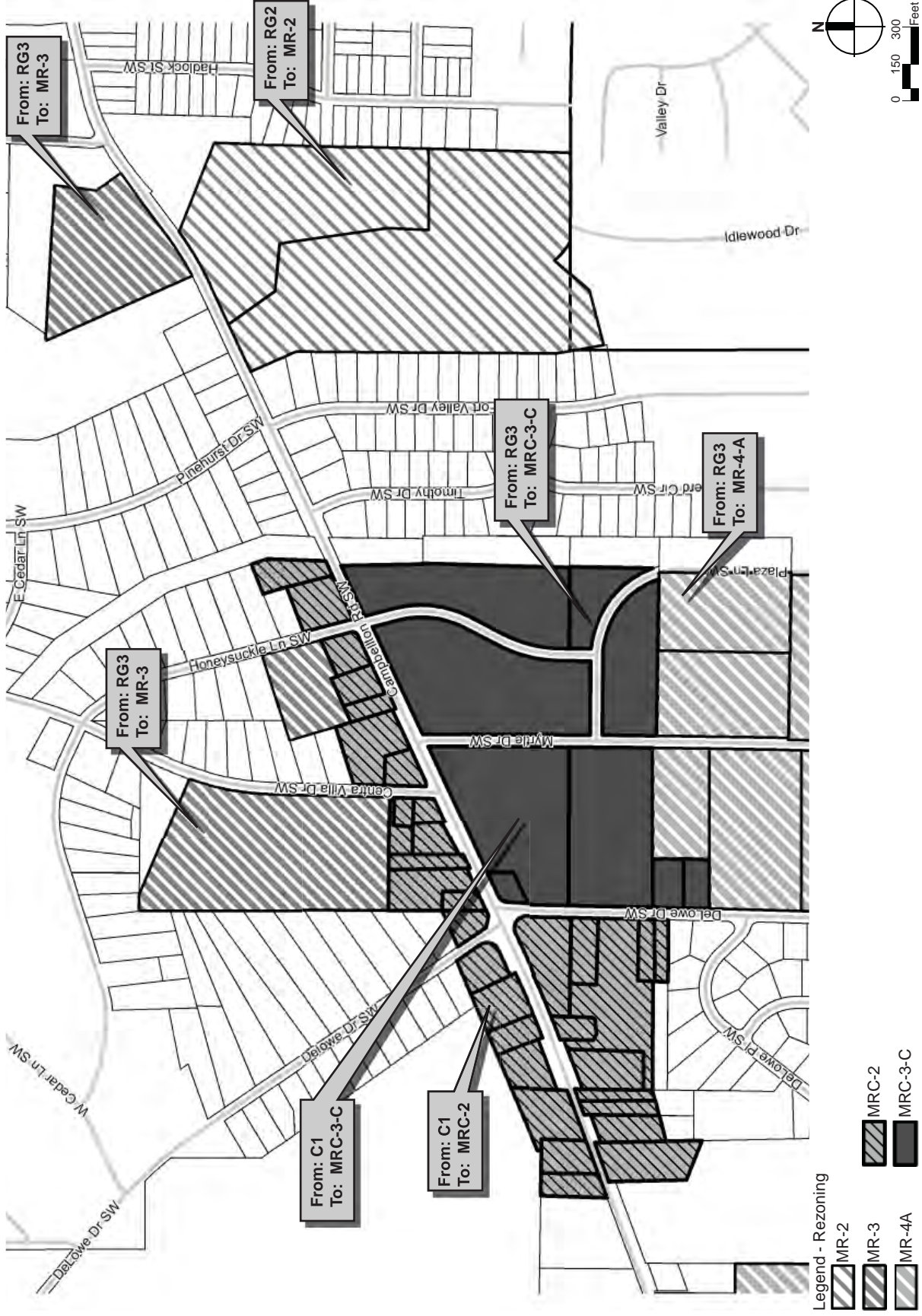
Campbellton-East

Rezoning Map: Z 8



Campbellton-East

Rezoning Map: Z 9

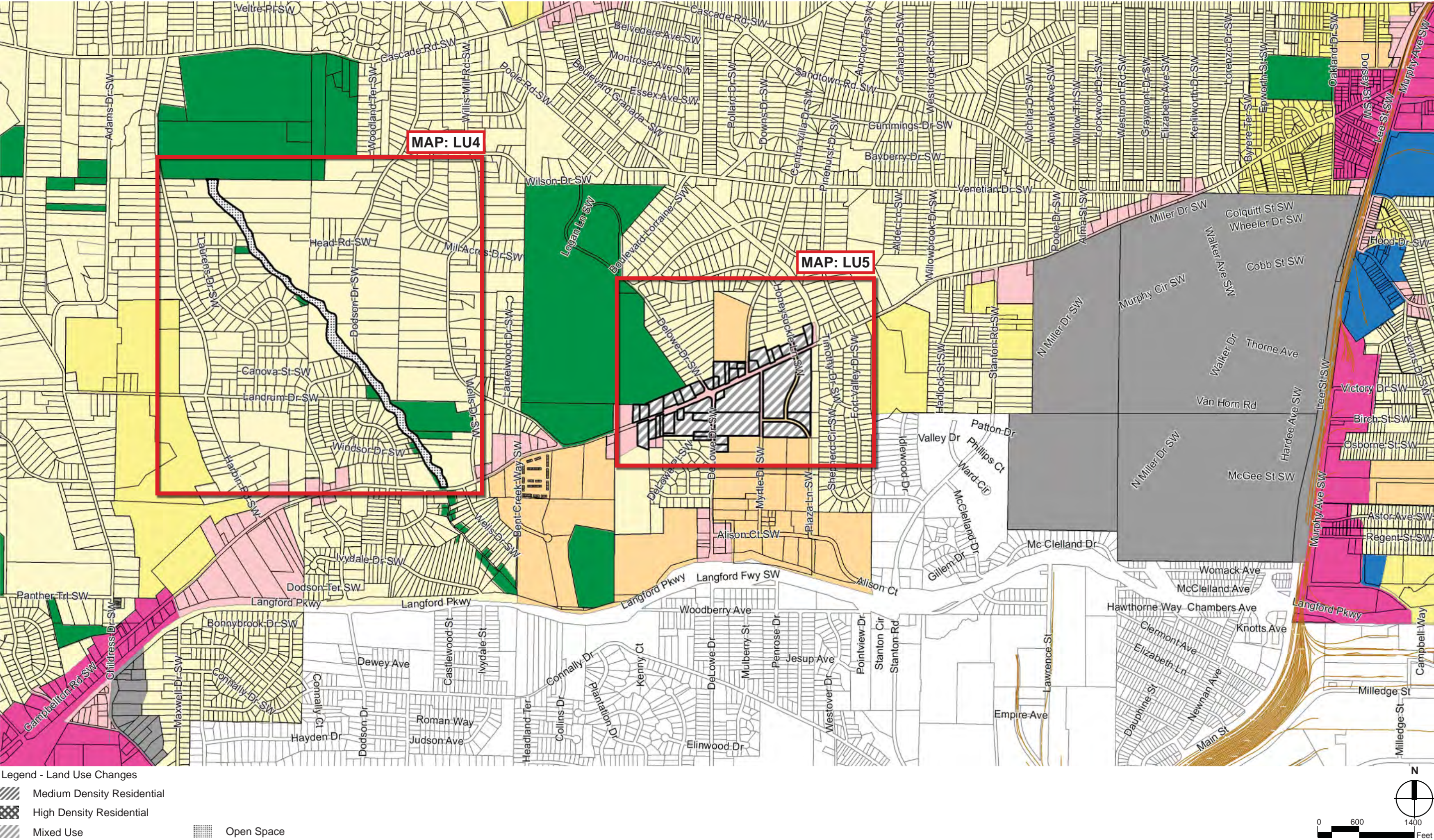


Campbellton-East

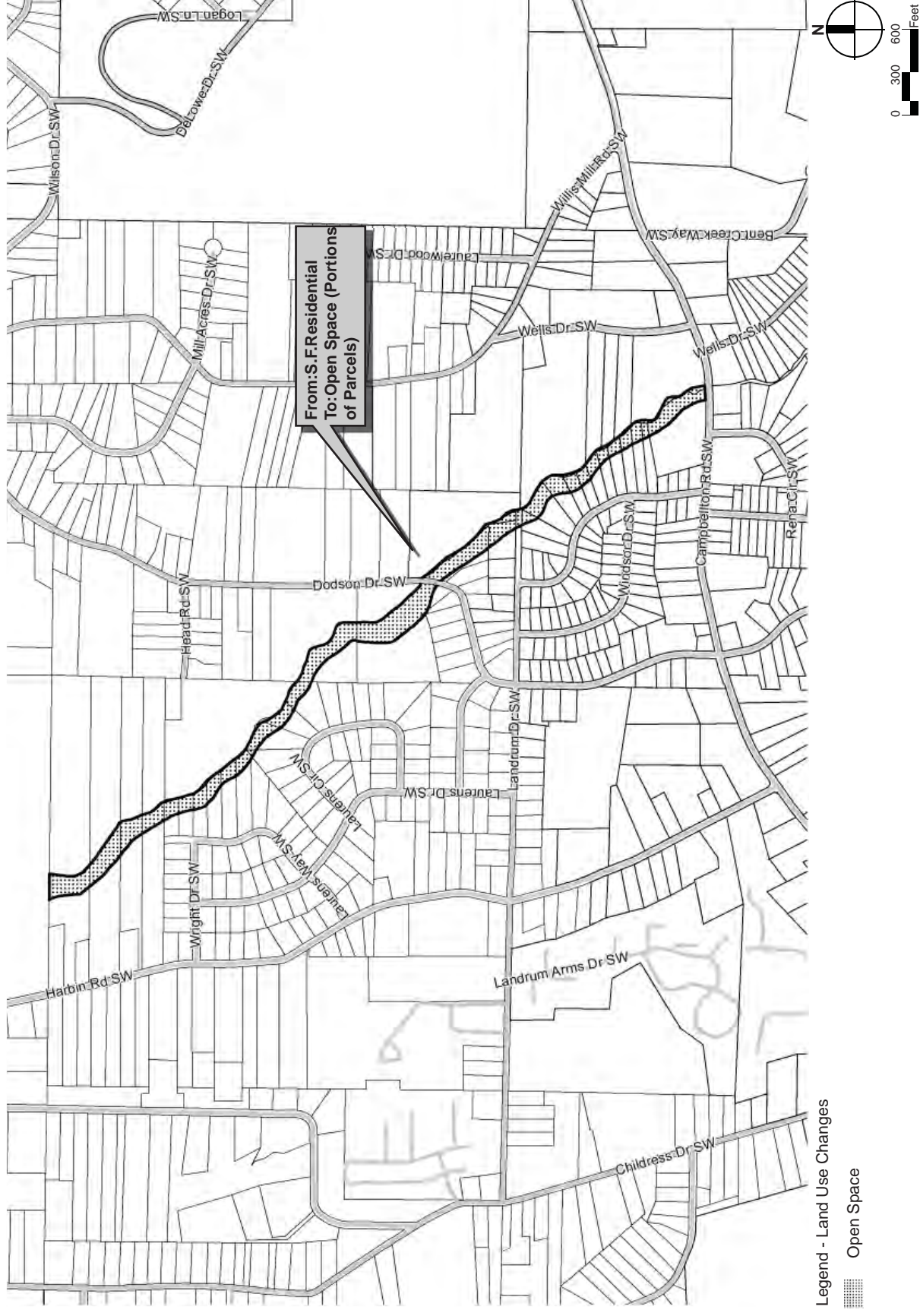
Rezoning Map: Z 10



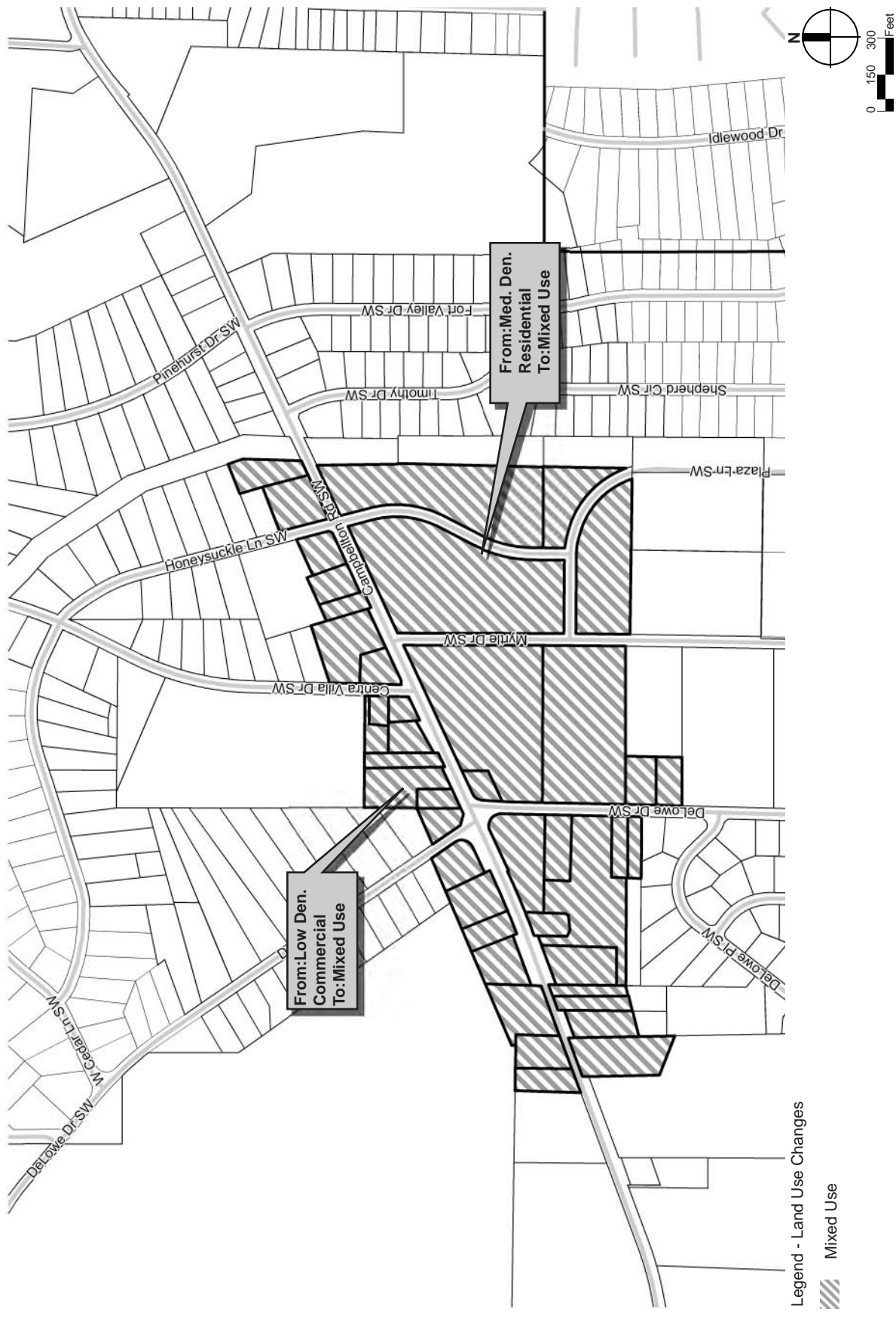
6.6 Key Map: Proposed 15 Year Future Landuse Changes



Proposed Landuse Changes Map: LU 4



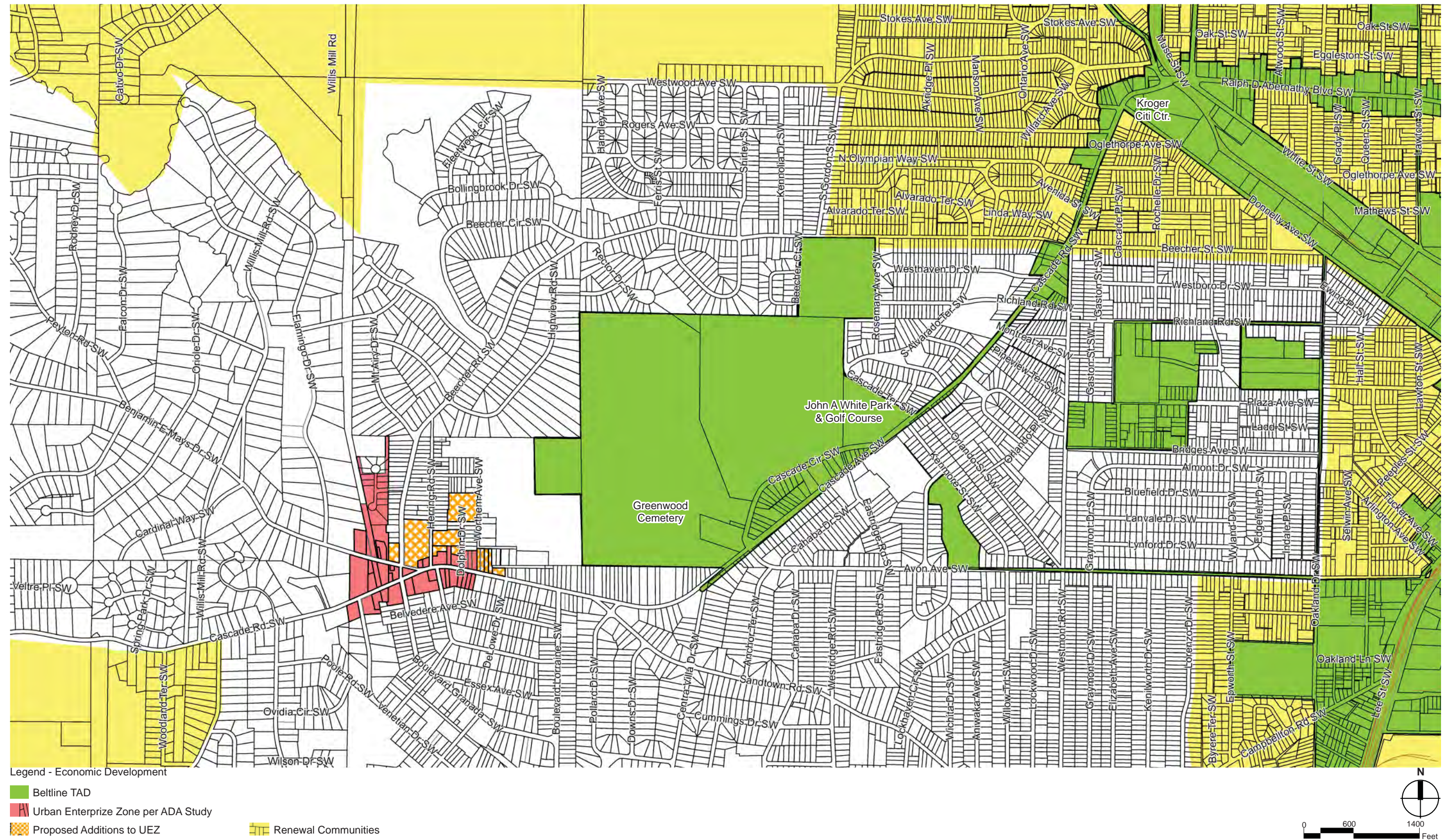
Proposed Landuse Changes Map: LU 5



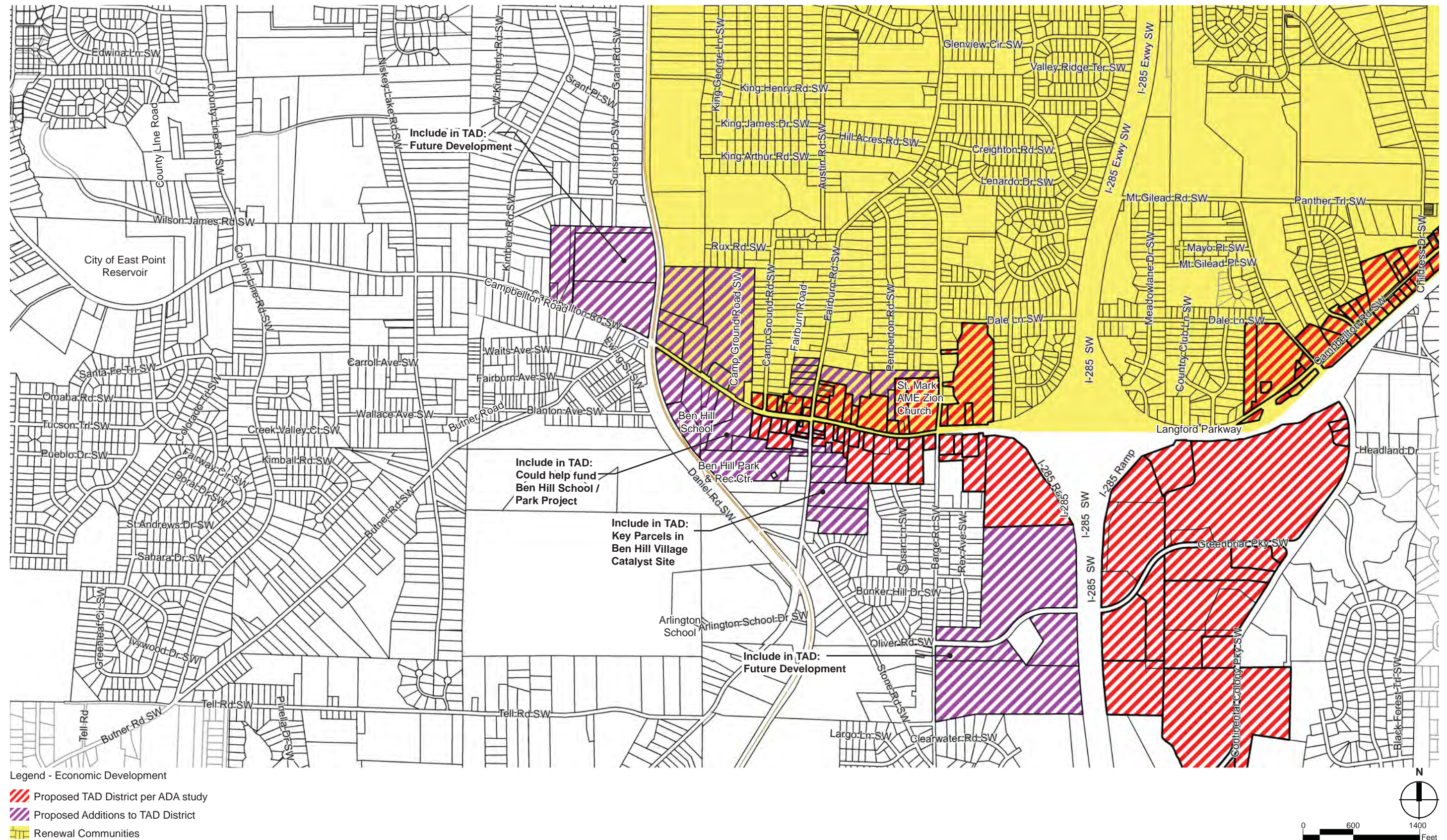


Economic Development Maps

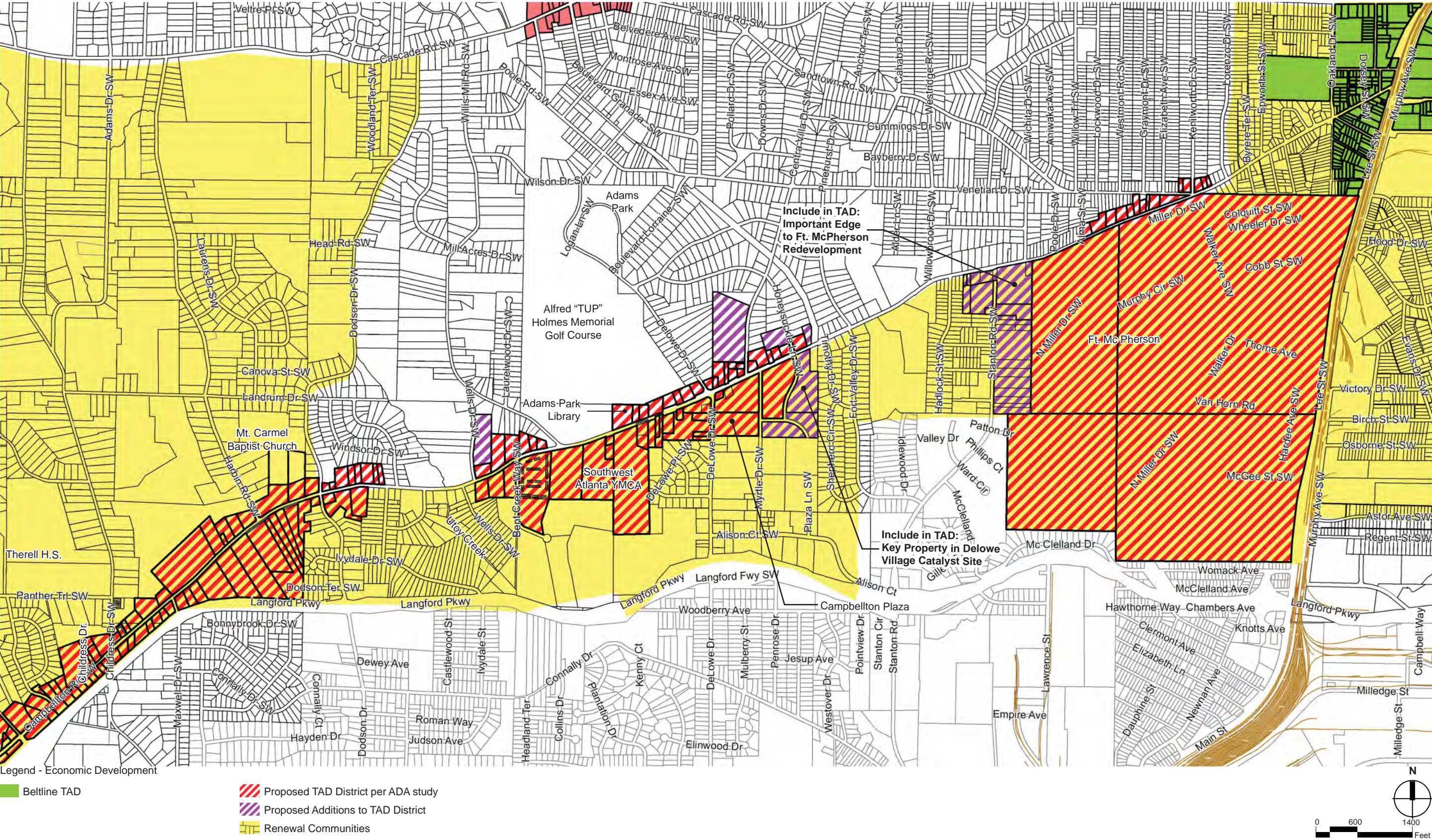
7.1 Economic Development Map: Existing and Proposed TADs and UEZs



7.2 Economic Development Map: Existing and Proposed TADs and UEZs



7.3 Economic Development Map: Existing and Proposed TADs and UEZs





Identification of Key Parcels

Cascade Avenue

Key Parcels

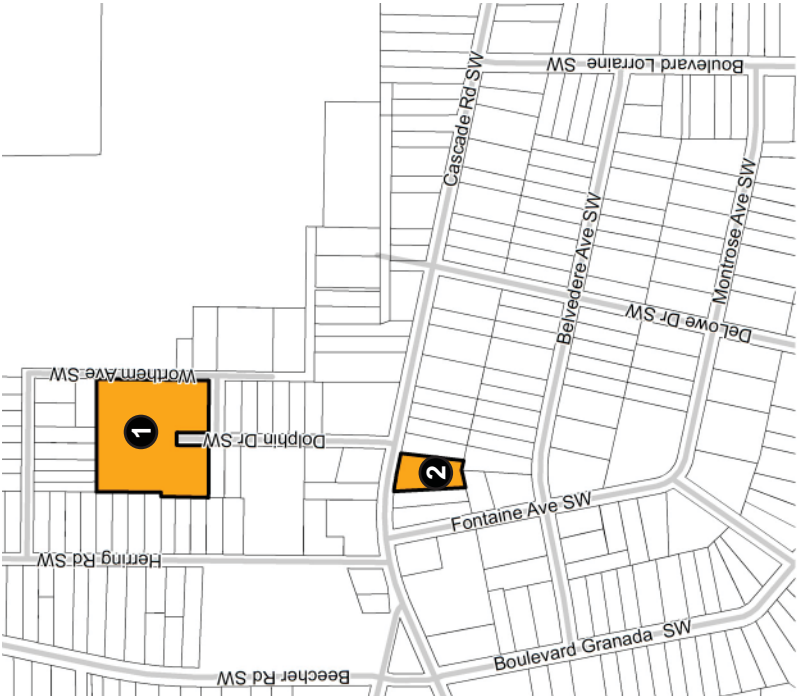


Cascade / R D Abernathy Node

	PIN*	Street Address	Owner
1	14 0139 LL016	1200 White St Sw	W W White Street L LC
2	14 0139 LL021	1295 Donnelly Ave Sw	Donnelly Partners LLP
3	14 0139 LL023	1295 Donnelly Ave Sw	Donnelly Partners LLP
4	14 0139 LL025	1310 White St Sw	Boggs Supply Co Inc
5	14 0139 LL026	598 Cascade Ave Sw	Cascade Citi-center
6	14 0139 LL027	590 Cascade Ave Sw	Cascade Citi-center
7	14 0139 LL028	1345 Donnelly Ave Sw	Donnelly Partners LLP
8	14 0139 LL029	1400 Donnelly Ave Sw	Donnelly Partners LLP
9	14 0139 LL035	1320 White St Sw	Bronner Robbie R Tr
10	14 01390002095	1302 Ralph D Abernathy Blvd Sw	Strong Enterprises Inc
11	14 01390002100	1333 White St Sw	Jazmine Investments LLC

(*Parcel Index Number)

Key Parcels

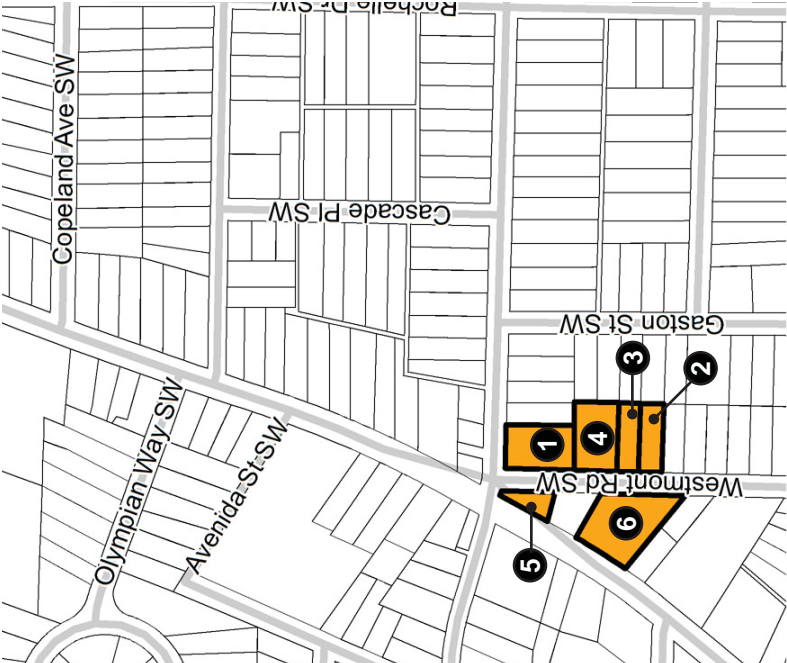


Cascade Heights Node

	PIN*	Street Address	Owner
1	14 018300005051	1125 Dolphin Dr Sw	Normandy Village Apartments
2	14 01840014003	2254 Cascade Rd Sw	Cochran Michael A

(*Parcel Index Number)

Cascade Avenue



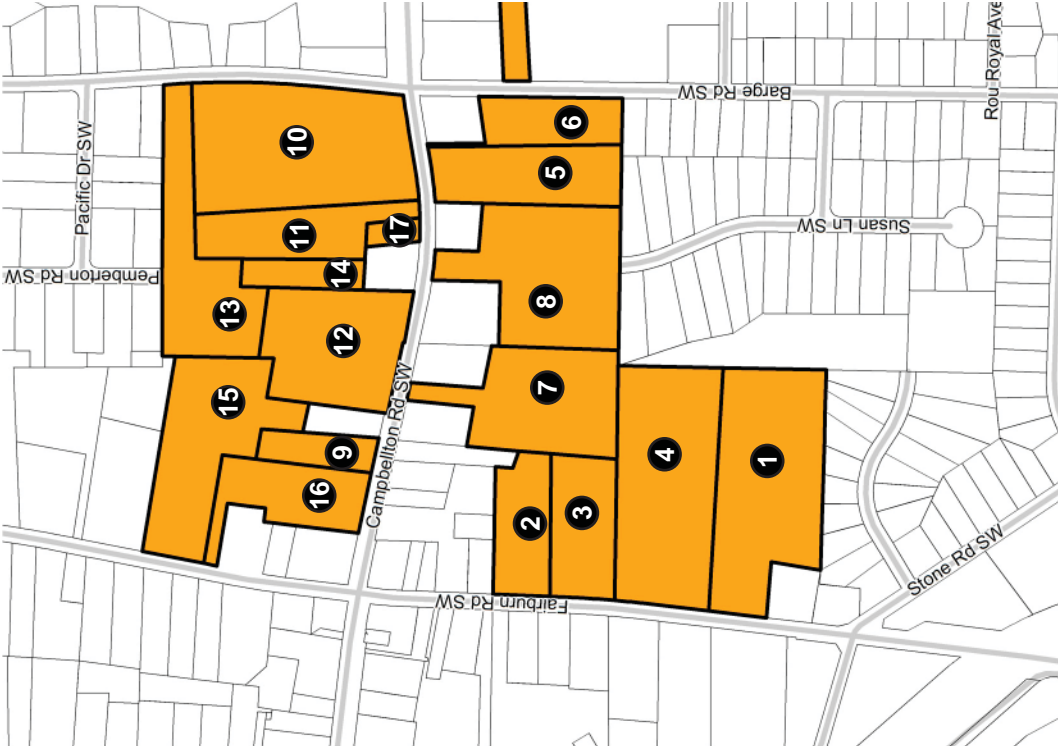
Cascade / Beecher Node

	PIN*	Street Address	Owner
1	14 013900005057	816 Westmont Rd Sw	Sutton Clyde A
2	14 013900005089	836 Westmont Rd Sw	King Jencie
3	14 013900005090	830 Westmont Rd Sw	Mimes Roystean
4	14 013900005147	826 Westmont Rd Sw	Syrene Enterprises LLC
5	14 015000011045	804 Cascade Ave Sw	Dollison Bobby
6	14 015000011047	Cascade Ave Sw	Community Church Of God

(*Parcel Index Number)

Campbellton West

Key Parcels



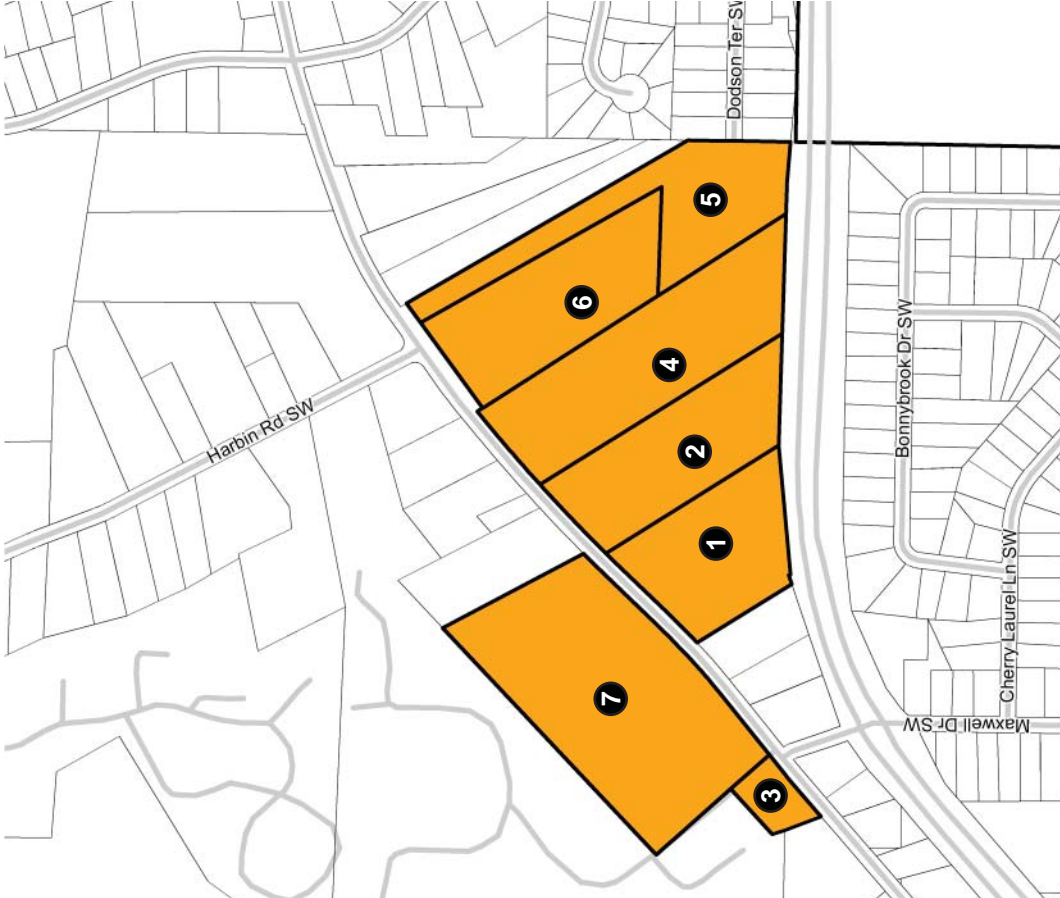
Ben Hill Village

	PIN*	Street Address	Owner
1	14f0005 LI066	2466 Fairburn Rd Sw	Ware William H & Beverly H
2	14f0005 LI067	Fairburn Rd Sw	City Of Atlanta Fire Station
3	14f0005 LI096	2426 Fairburn Rd Sw	Foxworthy Inc
4	14f0005 LI097	2440 Fairburn Rd Sw	Lott Cuffie Southwest Prop
5	14f0006 LI164	Campbellton Rd Sw	Department Of Transporta- tion
6	14f0006 LI166	Campbellton Rd Sw	Department Of Transporta- tion
7	14f0006 LI170	Campbellton Rd Sw	Believers Bible Christian Ch
8	14f0006 LI179	3642 Campbellton Rd	Lansky Murry Et Al
9	14f000600001017	3715 Campbellton Rd Sw	Believers Bible Christian Ch
10	14f000600001026	3605 Campbellton Rd Sw	Saint Mark A M E Ch Trs
11	14f000600001030	Campbellton Rd Sw	Believers Bible
12	14f000600001033	3685 Campbellton Rd Sw	Believers Bible Christian Ch
13	14f000600001037	Barge Rd Sw	Saint Mark A M E Ch Trs
14	14f000600001046	Campbellton Rd Sw	Saint Mark A M E Ch Trs
15	14f000600001052	Fairburn Rd Sw	Believers Bible Christian
16	14f000600001053	3721 Campbellton Rd Sw	Russell Properties Inc
17	14f000600001054	3661 Campbellton Rd Sw	Resurrection Home Services Inc

(*Parcel Index Number)

Campbellton East

Key Parcels



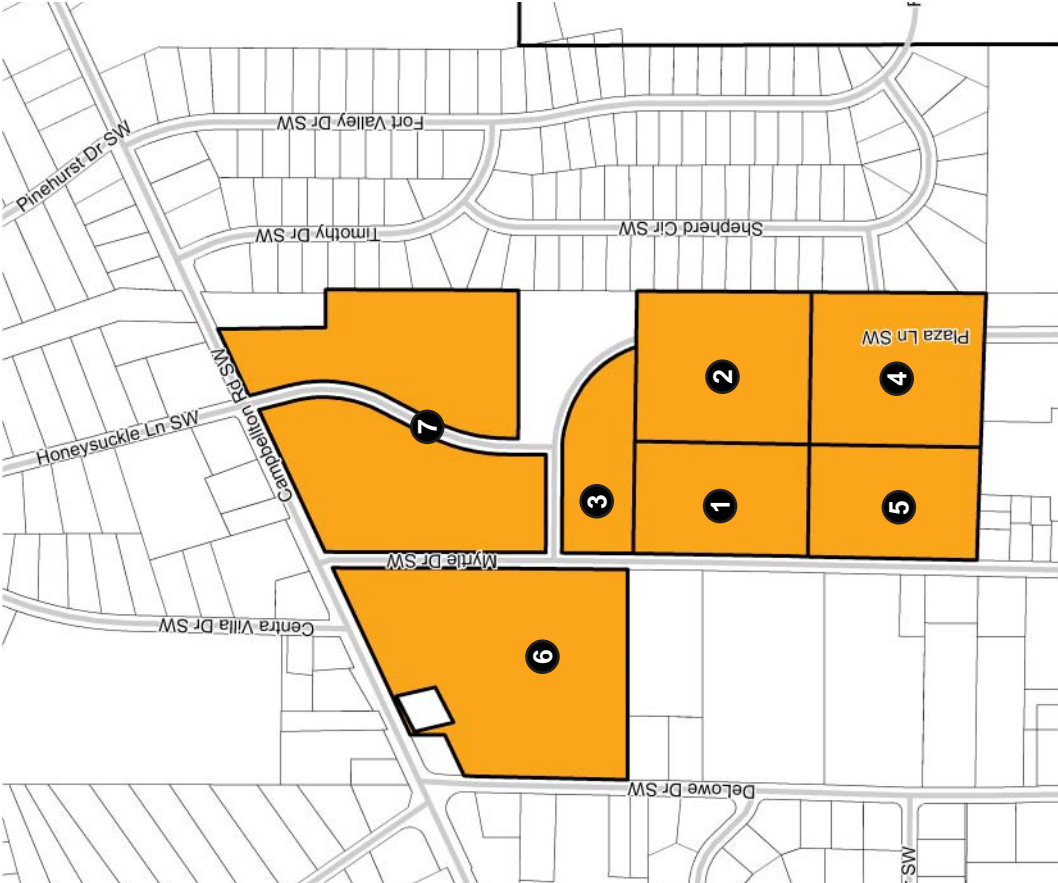
Harbin Road

PIN*	Street Address	Owner
1 14 0218 L1072	2850 Campbellton Rd Sw	Southern Bell Tel & Tel Co
2 14 0218 L1073	2820 Campbellton Rd Sw	Betty Co
3 14 0218 L1125	2905 Campbellton Rd Sw	Strong Enterprises Inc
4 14 0218 L1127	2800 Campbellton Rd Sw	Betty Co The
5 14 0218 L1130	Campbellton Rd Sw	Habif Morris N Et Al
6 14 0218 L1131	2770 Campbellton Rd Sw	Habif Morris N Et Al
7 14 0218 L1139	Campbellton Rd Sw	Strong Enterprises Inc

(*Parcel Index Number)

Campbellton East

Key Parcels



Delowe Village

	PIN*	Street Address	Owner
1	14 0167 LL029	1870 Myrtle Dr Sw	Harmony Towne LP
2	14 0167 LL030	1877 Plaza Ln Sw	Harmony Plaza L P
3	14 0167 LL064	1974 Plaza Ln Sw	Tup li & Poer Marvin
4	14 0167 LL085	1895 Plaza Ln Sw	Tup IV LLC
5	14 0167 LL086	1890 Myrtle Dr Sw	Hartrampf Family Partnership
6	14 0168 LL154	2020 Campbellton Rd Sw	Campbellton Plaza
7	14 0168 LL168	1950 Campbellton Rd Sw	TUP II Shamrock Gardens &

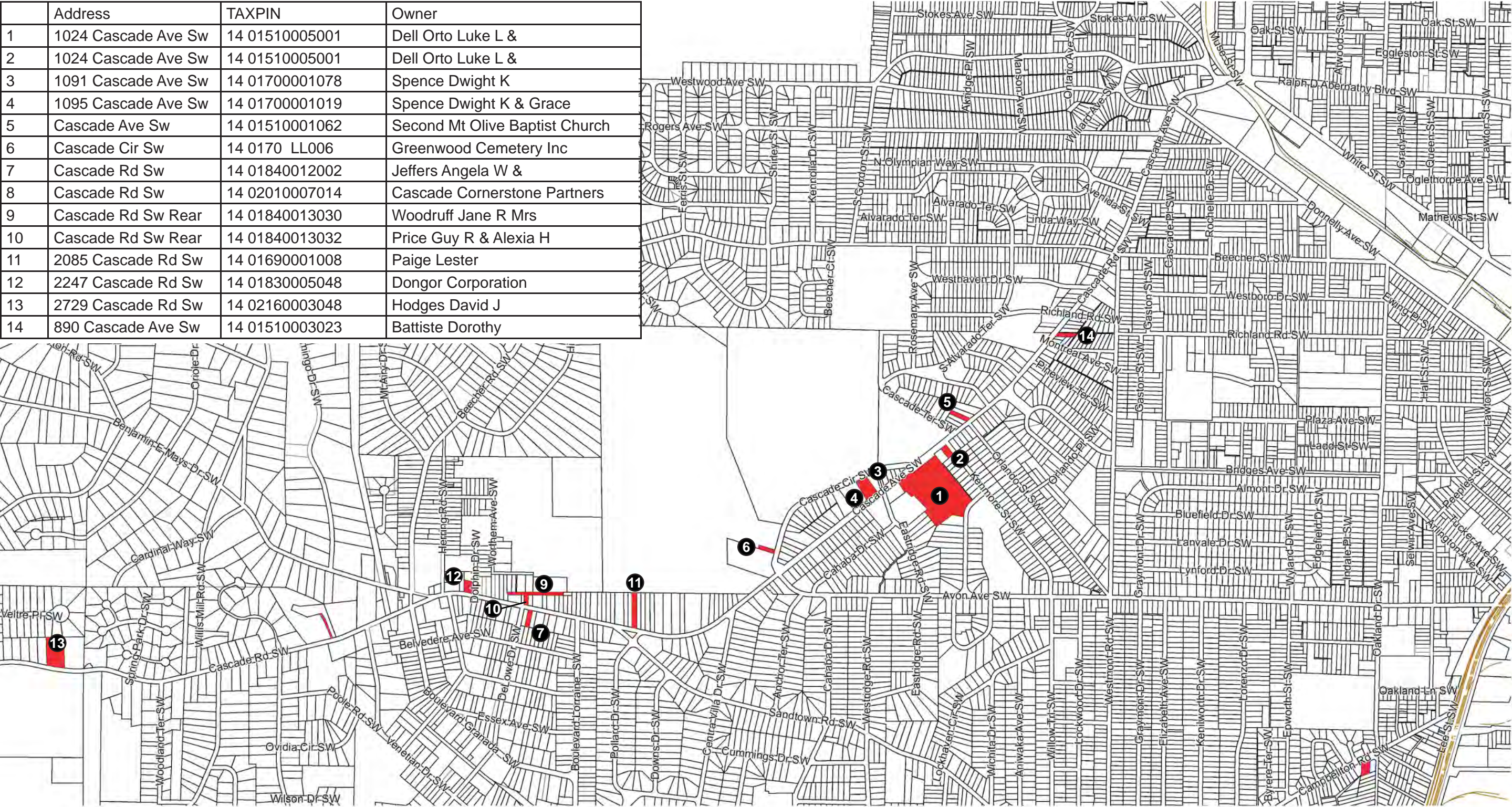
(*Parcel Index Number)



Tax Delinquent Parcels Maps

9.0 Tax Delinquent Parcels Map

	Address	TAXPIN	Owner
1	1024 Cascade Ave Sw	14 01510005001	Dell Orto Luke L &
2	1024 Cascade Ave Sw	14 01510005001	Dell Orto Luke L &
3	1091 Cascade Ave Sw	14 01700001078	Spence Dwight K
4	1095 Cascade Ave Sw	14 01700001019	Spence Dwight K & Grace
5	Cascade Ave Sw	14 01510001062	Second Mt Olive Baptist Church
6	Cascade Cir Sw	14 0170 LL006	Greenwood Cemetery Inc
7	Cascade Rd Sw	14 01840012002	Jeffers Angela W &
8	Cascade Rd Sw	14 02010007014	Cascade Cornerstone Partners
9	Cascade Rd Sw Rear	14 01840013030	Woodruff Jane R Mrs
10	Cascade Rd Sw Rear	14 01840013032	Price Guy R & Alexia H
11	2085 Cascade Rd Sw	14 01690001008	Paige Lester
12	2247 Cascade Rd Sw	14 01830005048	Dongor Corporation
13	2729 Cascade Rd Sw	14 02160003048	Hodges David J
14	890 Cascade Ave Sw	14 01510003023	Battiste Dorothy



Legend - Tax Delinquent Parcels

Tax Delinquent Parcels

9.0 Tax Delinquent Parcels Map

	Address	TAXPIN	Owner
1	1218 Campbellton Rd Sw	14 01370008053	Mc Clendon Glenn
2	1731 Campbellton Rd Sw	14 01530006040	Dean Charles
3	2800 Campbellton Rd Sw	14 0218 LL127	Betty Co The
4	2820 Campbellton Rd Sw	14 0218 LL073	Betty Co
5	2986 Campbellton Rd Sw	14 02190002075	Bobby S Inc
6	Campbellton Rd Sw	14 01370007051	Webb Butler & Foster Miller
7	Campbellton Rd Sw	14 01530002014	Schanno E W Extr
8	Campbellton Rd Sw	14 01530002015	Blankenship Joe M
9	Campbellton Rd Sw	14 01530005079	Smith Ben T & Holloway Bobby L
10	Campbellton Rd Sw	14 0168 LL162	Eric Enterprises Inc
11	Campbellton Rd Sw	14 0186 LL056	Wade Charles J & Jones Roy T
12	Campbellton Rd Sw	14 01990003014	Foster Mary S & Trust Co Bank
13	Campbellton Rd Sw	14 01990003015	Foster Mary S & Trust Co Bank
14	Campbellton Rd Sw	14 0218 LL120	R S Financial Corp

